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AMERICAN RAILROAD JOURNAL

AMERICAN

Manufacturing Company

OFFICE 122 BROADWAY

RAILROAD JOURNAL.

A LARGE VARIETY OF PATTERNS ON HAND FOR

BEARING AND BUTTER SPRINGS

STEAM NAVIGATION, COMMERCE, FINANCE,

BENTLEY THORPE

M. W. RINKELAND

ENGINEERING, BANKING, MINING, MANUFACTURES.



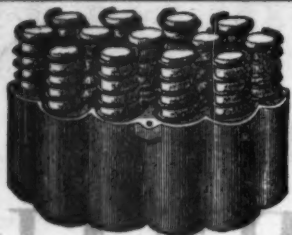
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JOHN H. SCHULTZ, PUBLISHER AND PROPRIETOR,

No. 9 Spruce Street.



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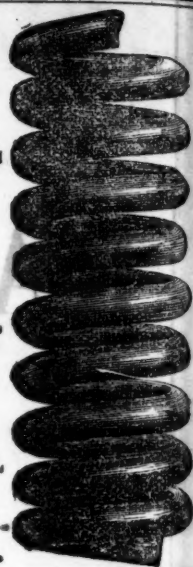
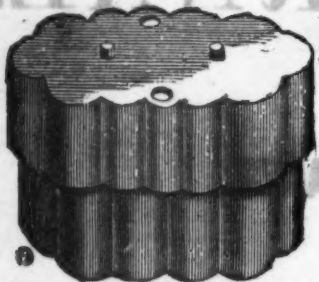
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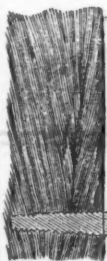
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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Intercolonial Railway.....	117
Finances of Delaware.....	117
Finances of Michigan.....	118
Corn and Cotton Crops of the United States.....	118
Providence and Worcester Railroad.....	118
Canadian Railways.....	119
Baltimore City Passenger Railroad.....	119
Cairo and Fulton Railroad.....	119
Great Western (Ca.) Railway.....	119
New York State Canals.....	120
Wooden Railroads.....	117, 121
Railroad Earnings.....	123
Dividend and Interest Tables.....	122, 125
Railroad Share List.....	130
Stock Exchange and Money Market.....	137
British Finances.....	140
Journal of Railroad Law.....	140
Cin., Hamilton and Dayton R. R. Lease.....	140
Telegraph Decision.....	141
Union Pacific Railroad.....	142

American Railroad Journal.

New York Saturday, January 30, 1869.

Intercolonial Railway.

Sealed tenders addressed "To the Commissioners of the Intercolonial Railway," will be received at their office in Ottawa, up to 4 o'clock on the 8th of February next, for the construction of the following four sections of the line:

SECTIONS No. 1 and 2 embrace about forty miles from a junction with the Grand Trunk Railway, near Riviere du Loup, and each section will be about twenty miles in length.

Sec. No. 3 will be about twenty-six miles in length, and lies between the east side of Restigouche River to near Dalhousie, in New Brunswick.

Sec. No. 4 will be about twenty-four miles in length, and lies between Amherst and River Phillip in Nova Scotia.

Plans and profiles with specifications and terms of contract, are now on exhibition at the offices of the Commissioners in Ottawa, Riviere du Loup, Dalhousie, St. John and Halifax. The Commissioners are: A. Waagh, E. B. Chandler, C. J. Brydges, and William F. Coffin.

The Montreal Gazette says that an amendment has been made by the Commissioners, in the form

of tenders to be received. In the first place, the forms, as prepared by the engineer, provided for tenders on details of specifications only. The amendment provides that the contractor shall make his own calculations of quantities, and make his tender for a fixed sum per mile, to cover everything, without any extras whatever. It is believed the Commissioners, in this way, will know much better what they are doing, and that there will be no door open for any misunderstanding or any after-clap. The details of specifications, and the profile drawings made by the engineers, will be the guide of the contractors in making their tenders—of the Commissioners in deciding to receive them.

Wooden Railways.

A correspondent of the Montreal Gazette gives the following description of a wooden railway now in operation at Clifton, in Northern New York, near the canal line, and on which immense quantities of iron ore are transported from the Adirondack mines:

"The grading is the same as for an iron road, except that stiffer grades can be ascended. The ties are of the ordinary description, but are not squared on any side, and on the Clifton road are placed at the usual distance of three feet apart, except on the trestles, where there are three ties to every two yards. In future, however, the engineer intends to put the three ties to every two yards, as he proposes heavy engines.

"The rails are of maple, six inches by four; but in future their shape will be altered a little, without increasing the quantity of timber, making them three and a half inches on top by seven inches deep, so as to be better adapted to the increased weight of engines (fourteen tons instead of ten.) Notches are cut in the round ties to such a depth as to keep the bottom of the rail about two inches from the ground after the road is ballasted, and the rails project sufficiently above the notched tie to allow the flange of the wheel to pass. The rails are fastened to the ties by a couple of hard wood wedges, driven in opposite directions on the outside of the rail, within the notch. This has the effect of making the whole superstructure one solid mass, without the addition of any spikes or pins.

"In making the curves the rail itself is bent to the required shape, so that there is no angularity whatever in the lines of rails. The trestles are of the simplest description. They consist of two upright sticks of square timber immediately under the rails, let into a transverse stick, which are

braced to the sticks of timber laid lengthwise, from one trestle to another, immediately under the line of rails, in each direction. This is further supported by a similar stick of timber at each side, from the head of the trestle to the base, in a slanting direction, the whole of which is let into a squared log at the base. The wooden rail is not a new invention, but Mr. Hulbert, the engineer, has succeeded in making it available without using a particle of iron in the whole structure, and has, moreover demonstrated that such railways can be used for long distances at a moderate cost, and this through a country where an iron line, as ordinarily constructed, would be practically an engineering impossibility.

"Mr. Hulbert says that he is willing to contract to lay the superstructure of a wooden railway of his own improved construction at the rate of \$1,500, American currency, a mile, where maple and hemlock can be obtained at reasonable rates.

Finances of Delaware.

From the biennial Message of the Governor of this State, it appears that the aggregate indebtedness of the State is \$1,456,000. The State's investments as an offset to this debt, both real and apparent, amount to \$850,150—leaving a balance of indebtedness against the State over and above her investments of \$605,850. This includes \$481,000 loaned to railroad companies in the State, exclusive of \$25,000 loaned to the New Castle and Frenchtown Turnpike and Railroad Company. Deducting these investments, the real debt of the State would be \$149,850 that has not been created to assist in the construction of railroads in the State. The Governor urges the Legislature to make provision for the early extinguishment of the whole debt. The interest on the bonds of the State has been fully met and paid up to September last, by the provision made therefor, and a balance of \$73,993 09 remained in the hands of the Treasurer. The receipts from licenses, commissions, &c., taxes on railroads and banks, dividends and stocks, during the fiscal year ending December 1st, 1868, have amounted to \$36,249 51. The expenditures of the State for the same time are \$14,903 20—leaving a balance of \$21,346 22, which, added to that previously in hand, makes a total unappropriated balance of \$37,796 81.

The Governor recommends a direct State tax, to include bonds, mortgages and machinery, and a tax which will reach the national banks.

Finances of Michigan.

The amount received into the State Treasury of Michigan during the year ending November 30, 1868, (including \$582,113 96 from the previous year,) was \$2,804,741 43; and the disbursements therefrom, \$1,674,511 76—leaving a balance in the Treasury, November 30, 1868, of \$1,130,229 67.

The present condition of the State debt, both funded and fundable, is as follows:

STATE DEBT.

Sault Canal bonds, 6s, due July 1, 1879	\$86,000 00
Renewal Loan bonds, 6s, due July 1, 1888	200,000 00
Two Million bonds, 6s, due January 1, 1873	494,000 00
Two Million bonds, 6s, due January 1, 1878	484,000 00
Two Million Loan bonds, 6s, due Jan. 1, 1883	750,000 00
War Loan bonds, 7s, due Jan. 1, 1885	1,081,500 00
War Bounty Loan bonds, 8s, due May 1, 1890	463,500 00
Adjusted bonds, past due	3,000 00
Full paid Five Million Loan bonds, past due	3,000 00
War Loan bonds	600 00
Two Million Loan bonds, due January 1, 1868	3,000 00
57,000 Unrecognized Five Million Loan bonds, adjustable at	32,978 49
Total bonded debt, Nov. 30, 1868 ..	\$3,614,078 49

TRUST FUND DEBT.

The following items constitute this debt, to wit:

Primary school fund.	\$1,493,243 80
Five per cent. Primary School fund.	185,600 00
University fund	305,962 56
Normal School fund	44,461 95
Railroad deposits	2,157 32
Light House deposits	15 00
Total	\$2,031,440 63

SINKING FUNDS.

During the past fiscal year the following sums have been set apart for the several sinking funds, amounting to \$380,774 95.

War Loan Sinking Fund, 1-16 mill tax.	\$19,247 87
War Loan Sinking Fund, from surplus taxes levied for interest.	11,274 50
Two Million Loan Sinking Fund, 1 8 mill tax	38,493 73
Two Million Loan Sinking Fund, from discount on bonds purchased.	213 75
Primary School fund receipts from July 1, 1867, to July 1, 1868	92,650 60
Five per cent. School fund, receipts from July 1, 1867, to July 1, 1868 ..	13,936 45
University fund, receipts from July 1, 1867, to July 1, 1868	14,326 80
Normal School fund, receipts from July 1, 1867, to July 1, 1868	1,728 40
United States Treasurer, war expenses refunded	188,900 85
Total	\$380,774 95

The claim of the State upon the General Government for expenses incurred on account of the war, has been adjusted and settled, and the sum of \$188,900 85 collected as the amount due the State.

A settlement has also been effected with the Land Office at Washington of the claim of the State for swamp lands sold by the General Government after they had been ceded to the State by act of Congress, whereby 19,349.87 acres have been selected from the unsold Government lands, and for which patents will very soon be received.

The State has also received in cash on the same account, \$10,475 82.

The State debt has been reduced during the year by the sum of \$365,842 76.

The Corn and Cotton Crops of the United States.

The monthly report of the Department of Agriculture, now in press, contains the following estimates of the corn and cotton crops of the several States—except those on the Pacific coast, which raise little corn and no cotton—in the year just closed. The figures of the corn crop of 1867 are also given, to show the increase or decrease of the respective States, a few States showing a decline, though the aggregate increase is over 137,000,000 bushels.

THE CORN CROP.

	1867.	1868.
Maine	1,575,000	1,590,000
New Hampshire	1,413,000	1,511,000
Vermont	1,520,000	1,672,000
Massachusetts	2,368,000	2,392,000
Rhode Island	340,000	346,000
Connecticut	2,242,000	2,152,000
New York	19,500,000	20,210,000
New Jersey	9,730,000	10,216,000
Pennsylvania	30,457,000	31,676,000
Delaware	3,639,000	3,275,000
Maryland	11,650,000	12,349,000
Virginia	18,490,000	19,969,000
North Carolina	17,974,000	23,366,000
South Carolina	7,834,000	9,870,000
Georgia	20,037,000	27,294,000
Florida	2,500,000	2,950,000
Alabama	35,000,000	31,240,000
Mississippi	19,657,000	35,519,000
Louisiana	9,535,000	17,397,000
Texas	20,711,000	21,337,000
Arkansas	21,243,000	32,449,000
Tennessee	50,250,000	54,772,000
West Virginia	6,500,000	7,695,000
Kentucky	46,550,000	58,187,000
Missouri	50,437,000	60,967,000
Illinois	109,091,000	134,363,000
Indiana	80,757,000	90,832,000
Ohio	64,000,000	74,040,000
Michigan	15,118,000	18,815,000
Wisconsin	9,885,000	12,565,000
Minnesota	4,500,000	8,255,000
Iowa	53,330,000	65,332,000
Kansas	8,152,000	6,487,000
Nebraska	2,325,000	3,185,000
Total	767,820,000	905,178,000

THE COTTON CROP.

The cotton crop, which in the early part of the season promised a large falling off from that of 1867, was so much favored by the fall weather, in the Gulf States especially, as to warrant the belief that the market receipts will fall little below the figures for the crop of the preceding year, which will be equal to half the amount of the great crop of 1860, and will bring an equal or greater sum of money to the planters. The following are the department estimates, and the crop is more likely to run over than under these figures:

	Bales.
North Carolina	140,000
South Carolina	180,000
Georgia	290,000
Florida	35,000
Alabama	285,000
Mississippi	400,000
Louisiana	250,000
Texas	260,000
Arkansas	265,000
Tennessee	200,000
Other States	75,000
Total	2,380,000

The department estimate for 1867, was 2,340,000 bales, while the actual receipts proved to be 2,450,000 bales. The estimate for 1866, was 1,

835,000 bales, and the actual receipts were about 1,900,000 bales.

Providence and Worcester Railroad.

The earnings of this road for the fiscal years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	\$295,548 92	\$287,473 25
" merchandize.	380,130 14	419,537 98
" mails.	9,157 60	5,157 60
" rents	4,728 18	4,793 71
" express	6,000 00	6,425 67
" interest received.	1,381 85	.....
	\$692,946 59	\$723,388 01

Expenses, viz:

Fuel	\$52,961 68	\$73,688 28
Oil	7,313 55	7,126 83
Maintenance of way.	156,197 74	190,993 85
Repairs of cars	72,627 67	50,800 00
Repairs of locomotives.	54,481 62	37,800 00
Freight department.	74,866 67	82,138 68
Passenger department.	35,954 79	43,215 02
Local taxes	26,894 03	26,497 69
U. S. revenues taxes.	15,502 91	18,224 19
Interest .....	.....	2,378 25
Miscellaneous	47,716 69	51,533 44
	\$542,517 35	\$564,391 23

Net earnings. \$150,429 24 \$158,996 78

Compared with 1867 the gross earnings of 1868 show an increase of \$30,441 42; with an increase in expenses of \$21,873 88—making the increase in net earnings, \$8,567 54. The President in his report for 1868, says:

Stockholders will be gratified to notice, by the foregoing report, that amid the depression of almost all kinds of business, particularly the manufacturing business which interests this road so much, there has been a handsome increase, the past year, in its gross earnings. The double track has been finished to Albion, and is being used; but the laying down of the superstructure was suddenly interrupted by a strike at the works which had contracted to deliver the rails. Supposing this would continue but a short time, and the contract being, at that time, a favorable one, no other iron was immediately looked for; but after waiting weeks and months, and finding the strike still to continue, the Board was compelled to purchase elsewhere. The grading was continued and about completed, but the iron arriving late, it was deemed best to defer laying it down until the coming spring. That and all the other materials, for finishing the double track to the State line at Blackstone, are upon the line of the road, ready to be laid as soon as the weather will permit. Although it would have been convenient to have had the use of this track during the fall months, the business of the road has not suffered, to any extent, for the want of it.

The equipment has been increased by the addition of seven new elegant passenger cars, two new locomotives of greater power than any upon the road, and sixty-four freight cars, costing in the aggregate more than \$100,000, besides building two passenger cars, ten platform and thirty-five coal cars to cover depreciation. Notwithstanding this large increase in the equipment, the business of the road calls for more; and there are now being built at Mr. Osgood Bradley's shop, at Worcester, fifty additional merchandise cars, whilst the company's shops, at Providence, are engaged to their full capacity in building coal cars and two passenger cars. A new locomotive is also being built at the Rhode Island Locomotive Works. Although the equipment of this road is already fuller perhaps than any other road in the country, in proportion to its length, it has proved insufficient, during portions of the past year; but when all in process of construction is placed on the road, it is thought this deficiency will be remedied.

Since the last report it will be noticed that 1,000 shares of the capital stock of the road have been sold, at a fair premium, together with such of the

real estate on South Water street as was not wanted for the use of the road. This, it will be recollected, the road was compelled to purchase, in order to get control of the wharves opposite, and the advance in real estate since reduces the cost of the wharf estate to a moderate sum. The proceeds from these sales have been applied towards paying for the new equipment and to the building of the double track.

During the past year, a lease has been taken of the short road built by the Milford & Woonsocket Railroad Co., at a yearly rental of \$5,000, and was opened for business in August last, thus giving to this city a railroad connection with the busy and flourishing town of Milford, with its 10,000 inhabitants. The business done over this road, thus far, has fully met the expectation of the board, and it is not doubted it will increase largely. As the projected branch, to connect the main road with tide water by steam, passes through a portion of the State of Massachusetts, application was made last winter, to the Legislature of that State, for permission to build it, and for an increase of the capital stock of \$1,000,000, which, after considerable opposition and delay, was granted in June last. A similar application will be made to the Legislature of this State, at its approaching session, but if granted, how much of the stock will be issued, or how soon, will depend on the vigor with which the Board may decide to push the double track beyond the state line, or build the Branch Road. Surveys of routes, and estimates of cost have been made by the engineer of the road, but no definite terminus has been fixed. The present high price of materials and labor, does not warrant any large outlay that can be reasonably deferred. The dummy engine, now building, will be placed on the South Water street track, early in the ensuing spring. There still remains unsold 1,000 shares of the old capital stock, part of which will be sold at auction during the present month, and the remainder, in July next. This will carry the capital stock to its authorized limit of \$2,000,000.

Semi-annual dividends of 4 per cent. have been declared, from the earnings of the road, free from Government State, or local taxes, leaving a moderate surplus after a heavier expenditure, in repairs of the road and equipment, than will be required another year.

In handing in their lists of property for assessment, Stockholders should recollect that the stock of this road is not assessable on them, the Corporation paying taxes in Rhode Island and in Massachusetts on an amount considerable more than its capital stock, thus rendering it a desirable investment, beyond its dividends, to the extent of such taxes.

The receipts of the company from all sources, for the year ending November 30, 1868, have been as follows:

Net earnings as above	\$158,996 78
Cash received for sales 1,000 shares of the stock of this company	128,035 00
Materials on hand Nov. 30, 1867	56,196 10
Cash on hand Nov. 30, 1867	36,262 45
Received for real estate sold	44,371 64
Received for the company's note	50,000 00
	\$478,861 97

Accounted for as follows:

Materials and labor constructing second track	\$52,136 79
Locomotives and cars	106,520 00
Dividend payable Jan. 1, 1868	72,000 00
" " July 1, 1868	76,000 00
Previous dividends	620 00
Materials on hand Nov. 30, 1868	144,639 36
Cash in bank	\$131,960 80
Note on hand	280 00
	\$132,240 80
Less due connecting lines	110,294 98
	21,945 82
Total, as above	\$478,861 97

The company have 21 locomotives, 23 first class and 4 second class passenger cars, 155 eight wheel and 46 four wheel merchandise cars, 101 eight-wheel lumber cars, and 450 four wheel coal cars.

Miles run by passenger trains, 161,380; by freight trains, 156,535; by other trains, 83,145—total miles run, 351,060. Number of passengers carried, 1,162,152; do., carried one mile, 10,423,316. Tons of merchandise carried, 332,760; do., carried one mile, 10,439,958. Length of road, 43.41 miles. Length of double track, 12.41 miles. Length of branch 1 mile. Aggregate length of sidings, 11 miles. Weight of rail, 56 to 63 lbs.

BALANCE SHEET NOV. 30, 1868.

Construction	\$1,441,678 86
Cars	284,927 63
Locomotives	161,890 35
Materials on hand	144,639 36
Cash, etc., on hand	21,945 82
	\$2,055,082 02
Capital stock	\$1,900,000 00
Notes payable	55,000 00
Dividends unclaimed	656 00
" due Jan. 1869, 4 per cent.	76,000 00
Income—balance as the surplus earnings	23,426 02
	\$2,055,082 02

President.—EARL P. MASON.

Directors.—Earl P. Mason, James Y. Smith, Alexander DeWitt, Paul Whittin, Harvey Chace, Isaac Davis, Isaac H. Southwick, Henry Chapin, William S. Slater, John Carter Brown, Gideon L. Spencer, Elijah B. Stoddard, Horatio N. Slater, Jr., Lyman A. Cook, Estus Lamb.

Treasurer and Clerk.—JOHN R. BALCH.

Superintendent.—WILLIAM D. HILTON.

Canadian Railways.

The earnings of the Canadian Railways for the years ending December 31, 1867 and 1868, are officially stated as follows:

	1867.	1868.
Great Western	\$3,725,169	\$3,710,221
Grand Trunk	6,506,966	6,906,023
London and Port Stanley	42,759	38,027
Welland	68,615	77,482
Northern	562,893	550,621
Port Hope, Beaverton, etc.	233,475	232,904
Brockville and Ottawa	135,824	173,373
St. Lawrence and Ottawa	105,410	117,471
New Brunswick & Canada	79,781	103,348
European & N. American	162,561	175,456
Nova Scotia	232,778	279,941
Totals	\$11,856,232	\$12,364,867

Baltimore City Passenger Railroad.

At the recent annual meeting of the stockholders of this company, the following gentlemen were re-elected officers for the ensuing year: President, Henry Tyson; Directors, Thomas M. Smith, William Kennedy, Thos. Whitridge, Gabriel D. Clark, E. B. Edwards, Conrad S. Grove. Mr. Richards C. Smith was re-elected Treasurer.

The report of the operations of the road during the past year was read, from which the following interesting statistics are taken: Number of horses used on the lines 479, number of cars 73, number of miles traveled during the year 1,709,952, number of passengers carried during the year 10,200,372, increase of passengers over preceding year 1,300,000. Two semi-annual dividends of 8 per cent. each were declared. The park tax, one-fifth of the gross receipts of the company, which it should be kept in mind is paid actually by the public, though ostensibly by the company,

amounted to \$93,009 26, which has been paid over to the city register. A gratifying feature in the report is the statement that during the entire year no loss of life or limb, to either passenger or citizen, occurred on the road.

Cairo and Fulton Railroad.

General M. Brayman, President of this road, is in receipt of encouraging letters from the east, in reference to the early commencement of work on the line of the route. But two things remain to be done says Mr. Potts, a leading New York capitalist interested in the success of the enterprise, in order to remove all anxiety existing in the minds of those representing the company on financial questions, and to enable them to secure all the capital needed. First, a certificate that the road is accepted, and that State aid will be forthcoming so soon as the requirements of the law are complied with. Second, that the payment of the outstanding indebtedness of the State shall be so provided for as to render the bonds of some marketable value, by enhancing the value of our state credit. Arrangements are, however, being made to complete the first twenty miles by the last of July next, when the United States land grants will expire by the terms of the grant, unless this much is completed. It is the intention to commence on White River and build toward the Missouri line, where the road will be met, when completed, by the St. Louis and Cairo line. Capt. Leverett, Secretary, B. C. Potts, Contractor, and Major Rombaugh, Engineer, have already gone to Jacksonport for that purpose, and General Brayman thinks the work will be commenced before the close of next month.—Arkansas Gazette.

Great Western (Ca.) Railway.

The revenue statement of this company for the month of November, 1868, shows that the gross traffic earnings amounted to \$306,067; the working expenses, including renewals, to \$162,449, or 53.07 per cent.; and the net earnings to \$143,618. The gross traffic receipts for the month of November, 1867, amounted to \$316,548, the working expenses and renewals to \$142,649, or 45.06 per cent., and the net earnings to \$173,899, showing a decrease in the gross receipts of \$10,481, an increase of \$19,800 in the working expenses and renewals, and a decrease of \$30,281 in the net earnings of November last. The gross traffic for the four months ending 30th November, 1868, amounted to \$1,383,173, the working expenses and renewals to \$643,740, or 46.54 per cent., and the net earnings to \$739,433; against \$1,365,919 gross traffic receipts in the corresponding four months of 1867; \$612,928, or 44.87 per cent. for working expenses and renewals, leaving \$752,990 net earnings, showing an increase in the gross receipts for the four months of \$17,254, and in the working expenses, &c., of \$30,812, but a decrease of \$13,557 in the net earnings. The above is subject to loss by the exchange of American currency.

Providence, Warren and Bristol Railroad.

At the annual meeting of this company in Providence, R. I., on the 25th inst., the following named gentlemen were elected Directors for the ensuing year: Robert H. Ives, Amos D. Smith, William Goddard, Charles T. Childs, Sam'l W. Church, Marshall Woods, Thomas G. Turner, Leon Chappotin, and Earl P. Mason. Subsequently the Board of Directors elected Charles T. Childs President, and L. M. E. Stone Superintendent. The total receipts of the road for the past year have been \$112,571 62, total expenditure, including interest, \$91,030 19.

Quarterly Report of the New York Post Office.

The following statements show the business transacted at the New York Post Office in the Foreign Department with Europe and the West Indies for the quarter, ending December 31, 1868:

EUROPE.		
Despatched—	Letters.	Postage.
British	529,446	\$65,971 84
French	189,900	29,118 48
Bremen and Hamburg	269,999	27,718 54
North German Confederacy	131,343	20,016 69
Belgium	9,484	1,383 95
Netherlands	14,621	2,176 55
Switzerland	22,598	3,388 80
Italy	11,761	1,755 95

Total 1,179,102 \$151,525 35

Received—	Letters.	Postage.
British	464,584	\$54,517 83
French	151,705	23,571 66
Bremen and Hamburg	203,168	20,776 01
North German Confederacy	143,795	23,962 30
Belgium	8,113	1,251 51
Netherlands	11,322	1,698 30
Switzerland	21,708	3,258 10
Italy	14,710	2,212 50

Total 1,019,105 \$131,248 21

WEST INDIES.		
Despatched—	Letters.	Postage.
Sundry ports	126,338	\$16,567 27
Received—		
Sundry ports	141,115	\$18,227 55

RECAPITULATION.		
Letters received	1,160,220	\$149,475 76
Letters sent	1,305,440	168,092 62

Grand total 2,465,660 \$317,568 38

Pittsburg Bridge and Street Railway Receipts.

The following is a statement of the gross receipts of the various bridges and street railways of Pittsburg for the year 1868, as returned to the U. S. Assessors. On the bridge returns a tax of 2½ per cent is collected, and on street railway returns 2 per cent:

BRIDGES.	
St. Clair street	\$50,452
Hand street	17,881
Mechanics street	10,952
Sharpsburg	10,093
Monongahela Suspension	37,368
Birmingham	21,105

Total \$147,851
Total tax \$3,696 25

RAILWAYS.	
Citizens	\$135,921
Allegheny and Manchester	132,253
Birmingham	70,672
Oakland	45,942
Minersville	11,310

Total \$396,098
Total tax 7,927 86

New Jersey Railroads.

During the past fiscal year the transit duties paid into the treasury of the state of New Jersey were as follows: Camden and Amboy Railroad Company, \$140,985 91; Delaware and Raritan Canal and Transportation Company, \$78,185 80; New Jersey Railroad and Transportation Company, \$50,350 88; Belvidere Delaware Railroad Company, \$79 06; Freehold and Jamesburg Railroad Company, \$11 81. Total, \$269,613 46. In

1867 these duties, including \$26,724 51 due the previous year, were \$268,269 96. Excess of 1868, \$1,353 50.

Tax on capital paid in by corporations mentioned below were: Central Railroad Company, \$38,540 40; Morris and Essex Railroad Company, \$34,869 66; New Jersey Railroad and Transportation Company, \$28,437 50; Paterson and Ramapo Railroad Company, \$1,240; Warren Railroad Company, \$10,295 25. Total, \$113,382 31. Total for 1867, \$99,971 15. Increase in 1868, \$13,411 66

New York State Canals.

EXTRACTS FROM THE REPORT OF THE AUDITOR.

The care with which our present Constitution guards the State Treasury is one of its most valuable provisions. The seventh article of that instrument is admirably framed to check the debt-creating spirit of our people. The twelfth section provides, that, except to meet casual deficits, or failures in revenues to a limited amount, or to repel invasion, no debt shall be created, unless the law authorizing the same shall provide for levying a direct annual tax sufficient to pay the interest, and redeem the principal thereof in eighteen years. The yearly sums thus raised and set apart, constitute a Sinking Fund for that debt. The Canal Debts have been contracted at different periods, and under different circumstances.

Four separate and distinct Sinking Funds have been provided under as many different provisions of the Constitution, for the payment of these debts. Three of these Sinking Funds are dependent upon the surplus revenues of the canals for which they were established.

The means required to supply the fourth is derived from taxation.

The order and priority in which these Sinking Funds perform their functions are as follows:

1. The Sinking Fund to pay the Canal Debt, under section one of article seven, requires an annual contribution from the canal surplus revenues of \$1,700,000. The contribution of 30th September last make this Sinking Fund sufficient to fully discharge its remaining obligations. No further contributions to this fund will be required. The functions of this Sinking Fund will, in future, be to hold the money and temporary investments, and apply the same to the payment of the interest and principal of the outstanding Canal Debt of 1846, as it becomes due, or to purchase and cancel the stock as fast as the same can be obtained.

The condition of this fund at the close of the last fiscal year was as follows:

The balance on hand 30th September, 1868 was \$2,316,053 67. The outstanding stock debt, for which this fund is chargeable, was, \$2,240,860, and matures as follows:

6's 1 July, 1867	\$160 00
5's 1 October, 1868	194,900 00
5's 1 January, 1874	2,035,800 00

\$2,240,860 00

Since the 30th September there has been paid on the above debt 892,180 00

Leaving a balance now outstanding of \$1,348,680 00

2. The Sinking Fund for the General Fund Debt required an annual contribution from the canal revenues of \$350,000 to pay the interest on said debt, until the accumulations of the Sinking Fund, under section one, shall be sufficient to pay that debt; thereafter the sum of \$1,500,000.

As has been shown, the contributions to the fund, under section one, are now sufficient to pay that debt, therefore the sum of \$1,500,000 must hereafter be contributed annually from the canal revenues to the General Fund Debt Sinking Fund, until a sum sufficient shall have accumulated to pay the principal and interest of that debt.

The management of this debt is in the charge of the Comptroller.

The annual contributions thereto from canal revenues are paid to that officer, who reports the balance due thereon 30th Sept. 1868 \$4,707,828 40

The balance in the General Fund Debt Sinking Fund after payment of the \$350,000—from surplus of canal revenues due 30th September, 1868, and since paid, was 153,178 54

Balance of debt to be paid from canal revenues \$4,554,647 86

3. The Sinking Fund established under section three for the payment of the enlargement debt, requires an annual contribution of \$1,116,242 66.

On account of the prior claims upon them, the canal revenues have, for several years, been insufficient to make a full or in some years even a partial contribution to this Sinking Fund.

These deficiencies in the aggregate amount to \$7,781,544 84.

A portion of this deficiency, namely, \$3,381,776 61, has been supplied by taxation, as will fully appear by the following statement showing the constitutional charges on the canal revenues in favor of the debt created under Art. 7, Sec. 3, the amount realized therefrom, and the deficiencies from 1854 to 1868 inclusive:

	Amount re- quired under Sec. 3.	Amounts con- tributed from Tolls.	Deficiencies.
1854..	\$94,861 72	\$94,861 72	.....
1855..	414,396 14	.....	\$414,396 14
1856..	773,702 71	.....	773,702 71
1857..	1,034,230 24	.....	1,034,230 24
1858..	1,112,523 46	.....	1,112,523 46
1859..	1,116,242 66	.....	1,116,242 66
1860..	1,116,242 66	.....	1,116,242 66
1861..	1,116,242 66	645,842 16	470,400 50
1862..	1,116,242 66	1,146,242 66	.....
1863..	1,116,242 66	1,116,242 66	.....
1864..	1,116,242 66	1,116,242 66	.....
1865..	1,116,242 66	.....	1,116,242 66
1866..	1,116,242 66	824,756 39	291,486 72
1867..	1,116,242 66	780,165 14	336,077 52
1868..	1,116,242 66	1,116,242 66	.....

\$14,592,140 87 \$6,840,596 05 \$7,781,544 82

Taxes were levied and collected during above period on account of the above "deficiencies," as follows:

In 1856	\$232,500 00
1859	680,000 00
1862	1,580,742 61
1863	198,534 00
1866	690,000 00

\$3,381,776 61

The outstanding stock debt on the 30th September, 1868, for which this fund must provide, was \$10,324,100, and matures as follows:

5s, 1 January, 1871	\$25,000 00
6s, 1 July, 1872	1,822,300 00
6s, 1 January, 1873	943,500 00
6s, 1 July, 1873	2,615,500 00
6s, 1 November, 1873	2,167,800 00
6s, 1 October, 1874	2,250,000 00
6s, 1 October, 1875	500,000 00

\$10,324,100 00

The stocks dependent on this Sinking Fund for payment mature in less than six years; hence, it now becomes necessary to supply these deficiencies from the canal revenues so make this fund sufficient to perform its functions.

Two plans are suggested to accomplish this purpose.

a. After making the required contribution to the General Fund Debt, apply the entire balance of the surplus revenues to make good this deficiency.

b. After contributing to the General Fund Debt as above, make an annual contribution to the Sinking Fund in question of \$2,340,000 which will give it the means to liquidate the debt without further resort to taxation.

4. The Sinking Fund for the payment of the Float-

ing Debt Loans by virtue of the provisions of section twelve was created to secure the payment of \$2,500,000 borrowed to pay claims against the State arising from the enlargement and completion of the canals, and is to be supplied by a direct annual tax upon the people of \$187,500.

The balance due on this debt on the

30th Sept. was\$1,685,000 00
Balance of Sinking Fund, same date 578,658 64

\$1,106,341 36

The application of the tax, now in process of collection will pay one year's interest on this debt, and reduce the principal about \$100,000 below this sum.

Stocks issued and secured by this Sinking Fund are as follows:

Six per cent. due 1st July, 1872.... \$785,000 00
Six per cent. due 1st Dec., 1877.... 900,000 00

Total\$1,685,000 00

The application of the balance now in all the Sinking Funds to the payment of the several canal debts for which these funds were provided and set apart, would reduce them to \$10,307,921 24 as will more fully appear by the following:

Statement of the Canal Debt on the 30th Sept., 1868, the balance in the Sinking Funds, and the amount of the debt after deducting the balances applicable thereto:

	Balance of Sinking Fund 30th Sept., 1868, including temporary investments.	Balance of debt after applying Sinking Funds.
Under Art. 7, Sec. 1, of the Constitution..	\$2,240,860 00	\$2,316,053 67
Under Art. 7, Sec. 3, of the Constitution..	10,324,100 00	1,122,520 12
Under Art. 7, Sec. 12, of the Constitution..	1,685,000 00	578,658 64
	\$14,249,960 00	\$4,017,232 43
		\$10,307,921 24

The following statement shows the entire receipts and revenues from all sources other than taxation of all the canals for the last fiscal year, and the expenditure and payments for the same period. It also shows the application of the surplus revenues in accordance with the requirements of the Constitution:

RECEIPTS.

Tolls	\$4,417,559 50
Rent of surplus water.....	750 00
Interest on current revenues.....	32,791 69
Miscellaneous receipts.....	26,444 98
Total.....	\$4,477,546 17

PAYMENTS

To Canal Commissioners for ordinary repairs..	\$241,647 18
To contractors for rep'rs	775,118 74
To superintendents for repairs.....	291 02
To collectors for salaries, clerk hire, pay of inspectors and expenses of collectors' offices..	76,761 11
For salaries chargeable to the annual revenues, refunding tolls, printing and other miscellaneous payments....	77,079 29
	1,184,245 04

"Surplus revenues,"\$3,293,301 13

Amounts set apart by article seven of the Constitution, viz.:

To Sinking Fund under section 1...	\$1,700,000 00
" " " 2...	350,000 00
" " " 3...	1,116,242 66
For the support of governm't, sec. 3	127,058 47
	\$3,293,301 13

The item of \$291 02 to superintendents of re-

pairs was for outstanding claims for services rendered prior to June 1, 1867, but paid in 1868. No superintendents of repairs were employed or paid during 1868, as has been previously stated.

The aggregate receipts and payments on account of the canals for the last four years, are as follows:

	1865.	1866.	1867.	1868.
Receipts from tolls, etc.....	\$3,577,465.45	\$4,309,746.12	\$4,050,357.79	\$4,477,546.17
Payments to superintendents & contractors for repairs.....	\$1,595,671.85	\$978,258.69	\$761,196.03	\$775,409.76
Payments by Canal Commissioners for repairs.....	186,412.14	255,265.20	313,681.88	241,647.18
Payments to collectors, weigh-masters, and assistant collectors.....	77,122.55	85,890.65	87,993.00	90,108.81
Refunding tolls, salaries, etc.....	68,167.05	68,121.98	57,321.74	77,079.29
Over draft on Champlain Canal.....	.....	62,453.21	.....	.....
Total expense.....	\$1,927,373.59	\$1,434,989.78	\$1,220,192.65	\$1,184,245.04
Net receipts	\$1,650,091.86	\$2,874,756.39	\$2,830,165.14	\$3,293,301.13

An analysis of this comparative statement shows that the receipts of 1868 exceed either of the above named years.

Receipts of 1868 exceed those of 1867. \$427,188 38
1868 " 1866. 167,800 05
1868 " 1865. 900,080 72
1868 exceed the average of the preceding three years 498,356 38

The expenses of 1868 are less than either of the years above named.

The exps. of 1868 are less than 1867. \$35,947 61
" 1868 " 1866. 250,744 69
" 1868 " 1865. 749,128 55

The exps. of 1868 are less than the average of the preceding three years 343,273 62

The net receipts of 1868 exceed those of either the years above named.

The net receipts of 1868 exceed those of 1867.....\$463,135 99

The net receipts of 1868 exceed those of 1866.....418,544 74

The net receipts of 1868 exceed those of 1865.....1,943,209 27

The net receipts of 1868 exceed the average of the preceding three years 841,630 00

In accordance with the usual custom of this Department, the Auditor submits estimates of revenue from canal tolls for the next fiscal year as follows:

Actual receipts from 1st Sept., 1868, to the close of navigation.....\$1,983,968 97
Estimated receipts of tolls from opening of navigation to 1st Sept., 1869 2,300,000 00

Say in round numbers.....\$4,280,000 00

From which deduct the estimated cost of maintenance and ordinary repairs.....1,000,000 00

Estimated surplus revenue.....\$3,280,000 00

Applicable to the Debt Sinking Funds as follows:

Under section 2, article 7.....\$1,500,000 00

Under section 3, article 7.....1,780,000 00

\$3,280,000 00

Railroad in West Virginia.

A convention is to be held at Moorfield, Hardy County, West Virginia, on the 22d February next, to take into consideration the propriety of organizing a company to construct a railroad from some suitable point on the Baltimore and Ohio Railroad up the south branch of the Potomac, through the Counties of Hampshire, Hardy, Grant, Mineral and Pendleton, in West Virginia.

In view of this meeting the people of Highland County, Va., met at Monterey, on the 14th inst., appointed delegates to the convention, and adopted the following resolutions:

Resolved, That we, the people of Highland Co., Virginia, believe the contemplated project to be a work of the highest importance, in that it will tend to develop the resources of a very large section of country, rich in all the products of agriculture, cattle, sheep and hogs—a country hitherto isolated from all the public channels of communication.

Resolved, That we consider the extension of such road up the south branch of the Potomac to its head and source, in the County of Highland, thence down Jackson's River, one of the main tributaries of the "James," to a point on the Chesapeake and Ohio Railroad, at or near Covington, or at the White Sulphur Springs, to be a route more practicable for the construction of such a road than any that can be found in the direction in which such a road ought to be extended in order to reach an eligible point of communication between the great West and a vast region of country eastward, lying between the leading lines of railroad now in operation between the East and the West.

It is believed that even the most sparsely populated sections through which this road would pass, the almost endless variety of forest timber, of the most valuable kinds, now so much demanded in other sections consequent upon the rapidly increasing population of the country, would furnish an item for transportation of untold value.

Wooden Railroads.

The following description of the Wooden Railroad recently constructed for the Clifton Iron Company, between Clifton and the Adirondack mines in this State, is from the pen of Mr. C. G. Myers, late President of the company:

The rails are of hard maple scantling, 4x6 inches, set on round ties, on which are framed slots 6x4. The rails, set on edge and keyed in the slots by two wooden wedges driven against each other, project two inches above the ties. The rails admit of bending sufficiently to make the curves. The ties are laid on the earth and ballasted in the usual manner to two inches of the bottom of the rail. It takes 21,120 feet, board measure, of scantling for a mile, and 1,760 ties at three feet apart. Our road is a very rough one. We have a great deal of trestle work, some of it over thirty feet high, which is vastly more expensive than a level route. The engines used weigh from ten to fourteen tons. The rails will probably last about five or six years. An engine will move about thirty tons of freight at about six to eight miles an hour, with heavy grades and sharp curves. The company expects to move over the road next year from 50,000 to 100,000 tons freight. Trains have passed over the road, light, at the rate of twenty miles an hour; but this would not do for freight.

The Milwaukee and St. Paul Railway Company will pay on the 15th of February next, a cash dividend of seven per cent. on their preferred stock, and will divide in common stock ten per cent. to their preferred stockholders, and fourteen per cent. on their common stockholders, according to the list of stockholders, on Jan. 30,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	1,774,824			Hartford and New Haven...100	3,300,000	J. A. J. & O.	Jan. '69 8	Portl. Saco & Portsmouth...100	1,500,000	J. & D.	Dec. '68 3
Allegheny Valley...60	2,000,000			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	Jan. '69 4
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '68 3	Do. do. pref. 100	6,253,830			Raleigh and Gaston...100	2,000,000		Jul. '68 3
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa. 50	116,850	M. & N.	Nov. '68 5	Rensselaer and Saratoga...100	2,100,000	A. & O.	Oct. '68 3
Atlantic & Gt. Western...50	25,879,923			Housatonic...100	820,000			Richmond and Danville...100	2,000,000		
Do. pref. 50	1,919,000			Do. pref. 100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	847,100		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '68 2	Hudson River...100	13,937,100	A. & O.	Oct. '68 4	Rich. Fred. and Potomac...100	1,041,800		
Augusta and Savannah...100	733,700	J. & J.	Jan. '69 3	Huntingdon & B'd Top...50	494,380			Rockport...100	88,460		Nov. '67 2
Baltimore and Ohio...100	16,157,962	A. & O.	Oct. '68 4	Do. pref. 50	190,750	J. & J.	Jan. '68 3	Rome, Watert. and Og'n...100	2,400,000	J. & J.	Jan. '69 5
Do. Washington Br. 100	2,860,000	A. & O.	Oct. '68 5	Illinois Central...100	23,415,780	F. & A.	Feb. '69 5	Rutland preferred...100	2,040,000	F. & A.	A. g. '68 3
Baltimore City Passenger...100	670,000	J. & J.	Jan. '69 3	Indianapolis, Cin. & Lafayette...50	6,185,897	M. & S.	Sep. '67 4	St. L., Alt. and T. Haute...100	2,300,000		
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apr. '68 3	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '63 5	St. L. pref. 100	2,400,000	Annual	May '67 1
Bellefontaine Line...100	4,420,000	F. & A.	Feb. '68 3	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Oct. '68 1	St. L., Jack'nv. and Chic'o...100	1,469,429		
Belvidere Delaware...100	996,250			Joliet & North. Indiana...100	800,000	J. & J.	July '68 4	Sandusky and Cincinnati...100	2,089,000		
Berkshire...100	600,000	J. A. J. & O.	Jan. '69 1	Lackawanna & Bloomsb...50	1,325,000			Do. pref. 100	445,586	M. & N.	Nov. '68 3
Berkshire & Corning...50	250,000	J. & J.	Dec. '68 2	Leeds and Farmington...50	2,158,565	J. & J.	Jan. '69 2	Sand, Mansf. and Newark...100	901,241		
Boston and Albany...100	13,725,100	J. & J.	Jan. '69 5	Lehigh and Mahanoy...50	8,739,800	M. & N.	May '67 5	Savannah and Charleston...100	1,000,000		
Boston and Chelsea...100	110,000	A. & O.	Oct. '68 4	Lehigh and Susquehanna...50	1,731,400	J. A. J. & O.	Jan. '69 2	Schuykill and Esqueha...50	1,289,150		
Boston, Concord & Mont...100	460,000			Lehigh Valley...50	844,650	J. & J.	Jan. '68 4	Second and Third St. (Ph.)...50	203,757	J. @ J.	Jan. '69 2
Do. do. pref. 100	1,340,400	M. & N.	Nov. '68 3	Lehigh Luzerne...50	514,646	J. & J.	July '68 3	Schuykill Valley...50	578,050		
Boston and Lowell...100	1,891,500	J. & D.	Dec. '68 4	Lexington & Frankfort...100	514,646	J. & J.	July '68 3	Seaboard and Roanoke...100	868,200		
Boston and Maine...100	4,076,974	J. & J.	Jan. '69 5	Little Miami...50	53,724,725	J. & D.	Dec. '67 4	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Boston and Providence...100	3,360,000	J. & J.	Jan. '69 4	L. M. & C. and X. (Joint)...100	1,804,397	J. & D.	Jan. '68 3	Shamokin V. and Pottav...50	869,460	F. & A.	Aug. '68 2
Broadway (Boston) 50	325,000	J. A. J. O.	Jan. '69 2	Little Schuylkill...50	50,246,100	J. & J.	Jan. '69 4	Shore Line...100	630,200	J. & J.	Jan. '69 2
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & J.	Jul. '67 5	Lomb. and South St. (Ph.) 25	90,000			Sixth Avenue (N. Y.)...100	750,000		Nov. '67 5
Brooklyn City...10	1,000,000	F. & A.	A. g. '68 3	Long Island...50	3,000,000	F. M. A. N.	Aug. '66 2	Somerville...100	75,000	M. & N.	Nov. '68 2
Brooklyn City & New'n...100	399,500			Long Branch & Sea Shore...50	95,194			South Carolina...100	5,819,275		
Buffalo, Bradford & Pitts...100	1,100,000			Louisv. Cin. and Lex. pr...100	211,122	J. & J.	Jul. '68 4	South Shore...100	259,685		Jul. '68 3
Buff. New York & Erie...100	960,000	M. & N.	N. '68 3	Louisville and Frankfort...50	1,109,594	J. & J.	July '68 3	South Western, Georgia...100	3,203,400	F. & A.	A. g. '68 4
Buffalo and Erie...100	5,000,000	F. & A.	Feb. '69 4	Louisville and Nashville...100	7,969,180	F. & A.	A. g. '68 4	Staten Island...100	660,000	J. & J.	Jan. '67 4
Cambridge Horse (Boston) 100	777,800	A. & O.	Oct. '68 4	Louisv. N. Alb. & Chicago...100	2,900,000			Stony Brook...100	267,300	M. & N.	May '68 2
Camden and Amboy...100	7,921,412	F. & A.	Feb. '69 5	Lowell and Lawrence...100	200,000	A. & O.	Oct. '68 3	Stenberville and Indiana...100	1,983,141		
Camden and Atlantic, pref. 50	600,000			Macon and Western...100	1,500,000			Stockbridge & Pittsfield...100	448,700		
Camden & Burlington Co...100	331,000			Mahanoy & B'd Mount'n...50	1,676,915			Summit Branch...50	250,000	J. & J.	Jan. '69 5
Cape Cod Branch...50	721,928	J. & J.	Jan. '69 3	Maine Central...100	1,600,800			Syr. Bingham. and N. Y. 100	1,314,130		
Cape May and Millville...100	447,000	J. & D.	Dec. '68 3	Manchester & Lawrence...100	1,000,000	M. & N.	Nov. '68 5	Taunton Branch...100	250,000	J. @ J.	Jan. '69 4
Catawissa...50	1,160,000			Marietta & Cincinnati...100	3,618,374			Tennessee and Alabama...100	595,922		
Catawissa, pref. 50	2,200,000	M. & N.	Nov. '68 3	Do. pref. 50	6,686,135	M. & S.	Sep. '66 3	Terre Haute and Indiana...50	1,983,150	J. & J.	Jan. '69 6
Cayuga & Susquehanna...50	686,110			Do. 2d pref. 50	4,051,744	M. & S.	Sep. '66 3	Third Avenue (N. Y.)...100	1,750,000		
Central of Georgia...100	4,690,000	J. & J.	Jul. '68 7	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '68 3	Thirteenth and Fif. (Ph.)...50	50	J. @ J.	Jan. '68 1
Central of New Jersey...100	13,768,000	J. A. J. & O.	Jan. '69 2	Memphis and Ohio...100	570,000			Tol., Peoria and Warsaw...100	2,700,000		
Central Ohio...100	2,000,000	J. & D.	Dec. '68 3	Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '69 5	Do. (E. D.) pref. 100	1,700,000		
Do. pref. 100	400,000	J. & D.	Dec. '68 3	Michigan Central...100	8,477,368	J. & J.	Jan. '69 5	Do. (W. D.) pref. 100	1,300,000		
Con. Park, N. & E. River...100	970,000			Mich. So. & North. Ind...100	10,059,400	F. & A.	Feb. '69 4	Tol., Wabash and West...100	5,700,000		
Chemung...100	380,000			Do. guaranteed 100	588,800	F. & A.	Feb. '68 5	Do. pref. 100	1,000,000	M. & N.	May '68 3
Cheshire, preferred...100	2,017,825	Annual	Jan. '69 4	Middlesex (Boston)...100	400,000			Troy and Boston...100	607,111		
Chicago and Alton...100	3,886,643	M. & S.	Sep. '68 5	Mill Creek and Minehl...50	325,375	J. & J.	Jan. '69 6	Troy and Greenbush...100	274,400	J. & D.	Jun. '67 3
Do. pref. 100	2,425,576	M. & S.	Sep. '68 5	Millville and Glassboro...100	405,020	F. & A.	Aug. '67 6	Union Transp'n (Bos.)...100	200,000		
Chicago, Burl. & Quincy...50	12,500,000			Milw. & Prairie du Chien...100	2,996,081			Union (Phila.)...50	291,475	J. @ J.	Jan. '69 2
Chicago, Iowa & Nebras...100	2,900,000			Do. 1st pref. 100	3,214,250	Annual	Feb. '68 8	Utica and Black River...100	834,400	J. & J.	Jul. '68 4
Chicago and Milwaukee...100	2,227,000			Do. 2d pref. 100	1,014,000	Annual	Feb. '68 7	Vermont and Canada...100	2,600,000	J. & D.	Dec. '68 4
Chicago & N. Western...100	14,565,676	J. & D.	Dec. '68 5	Milw. & St. Paul...100	5,406,853	J. & J.	Jan. '69 14	Vermont Central...100	6,000,000		
Do. pref. 100	16,856,287	J. & D.	Dec. '68 5	Do. pref. 100	8,050,892	J. & J.	Do. 7/10/0	Vermont and Massachusetts...100	2,600,000	J. & J.	Jan. '69 2
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep. '68 5	M. Hill & Schuylk. Haven...50	3,775,600	J. & J.	Jan. '69 4	Vicksburg and Meridian...100	367,405		
Cin. Ham. & Dayton...100	3,521,664	Sept.	Sep. '68 5	Mobile and Ohio...100	3,762,400			Virginia Central...100	2,353,678		
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '68 2	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67 4	Virginia and Tennessee...100	8,497,791		
Do. Street...100	1,000,000	J. & J.	Jan. '68 2	Morris and Essex...50	3,616,350			Western Union...100	2,077,693		
Cincinnati and Zanesville...50	1,676,345			Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	Jan. '69 5	West Jersey...100	804,165		Feb. '69 5
Citizens' Passenger (Phila.) 50	192,750	J. @ J.	Jan. '69 7	Nashua and Lowell...100	720,000	M. & N.	Nov. '68 5	West Philadelphia...50	249,100	J. & J.	Jan. '69 5
Clev. Col. Cin. & Ind...100	10,460,000	F. & A.	Feb. '69 3	Nashville & Chattanooga...100	2,056,544			Wilm. and Weldon...100	1,463,776		
Cleveland & Mahoning...50	2,056,400	M. & N.	N. '68 3	Naugatuck...100	1,436,600	F. & A.	Feb. '69 5	Winchester and Potomac...100	1,547,650	J. & J.	Jan. '69 3
Cleveland & Asha...100	8,760,000	J. & J.	Jan. '69 4	New Bedford & Taunton...100	600,000	J. & J.	Jan. '69 4	Warren...100	1,547,650		
Cleveland and Pittsburg...50	5,424,091	J. A. J. & O.	Jan. '69 2	New Haven & N. London...100	738,538			Worcester and Nashua...75	1,522,500	J. & J.	Jan. '69 4
Cleveland and Toledo...50	5,000,000	J. & J.	Jan. '69 4	N. Haven & Northampton...100	1,244,000	J. & J.	Jan. '68 3				
Col. Uhl. & Indiana Cen...100	11,420,000			New Jersey...100	6,000,000	F. & A.	Feb. '69 5				
Columbus and Xenia...50	1,786,200	J. & J.	Jan. '68 4	New London Northern...100	896,000	M. & S.	Mar. '68 4				
Concord...50	1,500,000	M. & N.	Nov. '68 5	New York Central...100	28,537,000	F. & A.	Feb. '69 4	Chesapeake and Delaware...50	1,818,963	J. & D.	Dec. '68 5
Concord & Portsmouth...100	350,000	J. & D.	Dec. '68 5	New York and Harlem...50	5,285,050	J. & J.	Jan. '69 4	Chesapeake and Ohio...25	8,228,595		
Coney Island & Brooklyn...100	600,000			Do. pref. 50	1,500,000	J. & J.	Jan. '69 4	Delaware Division...100	1,633,350	F. & A.	Aug. '68 4
Conn. & Passump. Rivers...100	139,000			New York & New Haven...100	6,000,000	J. & J.	Jan. '69 5	Delaware and Hudson...100	10,000,000	F. & A.	Feb. '69 5
Do. do. pref. 100	1,822,100	J. & J.	Jan. '69 3	N. Y., Provid. & Boston...100	2,000,000	J. & J.	Jan. '69 3	Delaware and Raritan...100	2,521,300	F. & A.	Feb. '69 5
Connecticut River...100	1,700,000	J. & J.	Jan. '69 5	Nig. Bridge & Cananda...100	1,000,000	J. & J.	July '68 5	Erie of Pennsylvania...50	64,000		
Cumberland Valley...50	1,316,900	A. & O.	Apr. '68 4	Ninth Avenue...100	797,490			Lehigh Coal and Navigat...50	8,739,800	M. & N.	May '67 3
Danbury and Norwalk...100	400,000			North Carolina...100	4,000,000			Monongahela Navigation...50	728,100	J. & J.	Jan. '68 2
Dayton and Michigan...100	2,392,361	J. & J.	Jan. '69 3	North Eastern (S. C.) pref. 100	155,000	F. M. A. N.	Nov. '68 2	Morris (consolidated)...10	1,025,000	F. & A.	Feb. '67 3
Delaware...50	594,260	J. & J.	Jan. '69 3	Northern of N. Hampsh...100	3,084,400	J. & D.	Dec. '68 4	Do. (preferred)...100	1,176,000	F. & A.	Feb. '69 10
Del. Lackaw. & Western...50	13,386,020	J. & J.	Jan. '69 5	Northern of N. Jersey...100	159,100			Schuyl. Navigation (cons.)...50	1,508,207	F. & A.	Feb. '67 6
Des Moines Valley...100	1,820,200			North Pennsylvania...50	3,150,150			Do. (pref.)...50	2,888,805	F. & A.	Feb. '67 6
Detroit & Milwaukee...100	1,047,250			Norwich & Worcester...100	2,368,600	J. & J.	Jan. '69 5	Susq. and Tide Water...50	2,002,746		
Do. pref. 100	1,500,000			Ogdensb. & L. Champ'n...100	3,024,000	J. & J.	Jan. '69 3	Union...50	2,907,850		
D. Dock, E. B'dw. & Bat...100	1,200,000	Annual	Jan. '69 4	Do. pref. 100	1,037,000	A. & O.	Oct. '68 4	W. Branch and Susq...50	1,100,000	J. & J.	Jan. '68 5
Dubuque and Sioux City...100	1,672,641	J. & J.	Jan. '69 3	Ohio and Mississippi...100	20,000,000			Wyoming Valley...50	800,000	irregular	Oct. '67 4
Do. do. pref. 100	1,987,351	J. & J.	Jan. '69 3	Do. pref. 100	3,500,000	J. & D.	Dec. '68 3				
Eastern (Mass.)...100	3,883,300	J. & J.	Jan. '69 4	Oil Creek & Allegheny R...50	4,259,000	J. A. J. & O.	Jan. '69 2	MISCELLANEOUS.			
Eastern (N. H.)...100	492,500	J. & J.	Jan. '69 4	Old Colony & Newport...100	4,848,320	J. & J.	Jan. '69 3	Pacific Mail Steamship...100	20,000,000	M. J. S. & D.	Dec. '67 3
East Penn. & Virginia...100	2,399,730	J. A. J. & O.	Jan. '68 4	Orange and Newark...100	281,550			Union Navigation...100	4,000,000	M. J. S. & D.	Dec. '68 5
East Tenn. and Georgia...100	667,800	F. & A.	A. g. '68 2	Oswego and Syracuse...50	482,400	F. & A.	Aug. '68 4	West'n Union Telegraph...100	28,450,000	J. & J.	Jan. '69 2
Eight Avenue (N. Y.)...100</											

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.....	160,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865.....	289,445	347,211	432,340	355,045	472,493	410,800	463,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866.....	475,641	433,279	385,991	412,521	464,507	493,243	466,589	533,150	599,670	474,056	388,573	5,696,119	5,696,119
1867.....	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868.....	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863.....	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	155,294	1,678,706
1864.....	100,991	154,418	195,803	162,723	178,786	200,090	224,257	312,165	354,554	320,879	307,808	252,016	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,551	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867.....	343,787	157,832	235,961	282,165	335,510	342,558	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	259,539	296,406	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	389,074	4,544,134
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,287
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,614
1866.....	241,395	183,385	257,230	209,099	277,506	306,993	238,926	317,977	400,941	428,474	345,028	260,288	3,466,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,981	297,513	444,024	566,403	599,549	442,275	377,063	4,358,614
1868.....	308,587	297,464	276,431	288,700	308,891	306,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
Chicago and Northwestern:													
1863.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1864.....	541,095	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1865.....	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,296,430
1866.....	696,147	574,664	765,398	774,279	896,712	893,658	888,214	1,063,236	1,448,942	1,641,057	1,211,530	879,900	11,632,737
1867.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,674,908	1,135,334	1,001,892	13,443,765
Erie:													
1863.....	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	886,136	902,908	963,859	8,400,334
1864.....	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	1,046,821	10,469,821
1865.....	984,837	984,133	1,114,508	1,089,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,563	1,224,909	1,334,217	13,429,643
1866.....	1,001,907	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,680	1,622,472	1,429,765	15,434,776
1867.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1868.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
Illinois Central:													
1863.....	190,130	236,637	181,064	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,563	359,463	3,445,827
1864.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1865.....	327,900	416,588	459,762	423,797	406,873	510,100	432,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1866.....	571,536	616,665	616,665	616,665	616,665	616,665	616,665	616,665	616,665	616,665	616,665	616,665	7,181,208
1867.....	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1868.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,510	613,329	7,160,992
Marietta and Cincinnati:													
1863.....	96,672	87,791	93,763	78,607	76,248	107,525	104,008	115,184	125,252	116,495	116,146	105,767	1,224,058
1864.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1865.....	94,136	78,976	92,910	92,768	96,535	106,594	114,716	121,217	142,823	132,387	123,383	127,713	1,278,713
1866.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	126,065	119,169	121,408	1,294,095
Michigan Southern & Northern Indiana:													
1863.....	248,784	230,508	567,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,861	4,120,152
1865.....	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,759	4,826,727
1866.....	312,846	277,204	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,055	429,646	352,218	4,650,328
1867.....	305,857	409,248	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,803
1868.....	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	632,061	419,005	426,313	4,929,050
Michigan Central:													
1863.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,024	205,950	322,368	307,474	258,634	2,650,702
1864.....	242,073	245,858	236,432	236,432	236,432	236,432	236,432	236,432	236,432	236,432	236,432	236,432	3,168,065
1865.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,610	376,470	3,970,946
1866.....	366,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,094	447,670	328,870	4,520,550
1867.....	282,439	263,796	337,158	343,737	365,196	335,083	324,966	359,640	429,161	493,404	414,604	308,669	4,280,115
1868.....	304,095	283,661	375,210	362,783	333,962	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
Milwaukee and St. Paul:													
1863.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,605
1864.....	368,487	350,884	533,281	435,629	565,718	458,094	323,247	522,545	1,023,520	1,037,434	929,927	688,796	6,517,562
New York Central:													
1863.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1864.....	920,272	790,167	867,590	911,597	839,126	841,165	816,512	840,450	1,079,551	1,041,522	1,046,401	1,157,818	11,069,853
1865.....	921,831	936,587	1,059,028	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,273,117	1,450,076	1,273,117	1,187,505	13,357,709
1866.....	957,869	1,016,381	955,659	1,046,734	1,255,521	1,132,701	1,162,024	1,496,752	1,524,434	1,520,839	1,486,356	1,117,858	14,575,122
1867.....	1,086,300	895,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,618	1,211,108	955,857	14,143,215
1868.....	901,571	845,853	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1863.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1864.....	259,223	239,139	313,914	271,527	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005	3,793,005
1865.....	267,541	246,109	326,236	277,424	283,130	253,929	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1866.....	242,793	219,063	279,647	284,729	282,939	240,135	224,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1867.....	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
Philadelphia and Reading:													
1863.....	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	44				

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	*Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1909.													
Loan of Jan. 23, 1947	registered						Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872		
Loan of March 31, 1848	registered						—S. Almsh. and State H. Loan	276,000	5	April & Oct.	73-74	104	
Texas Indemnity, of Sep. 9, 1850	coupon	256,000					—Back Bay Land Loan	220,000	5	May & Nov.	1882		
Loan of June 14, 1853	registered	20,000,000					—Lun. Hosp. (W. Mass.)	150,000	5	April & Oct.	1868	103	
Loan of June 22, 1860	coupon	7,022,000					—Funding Loan	75,000	5	June & Dec.	1868		
Loan of Feb. 8, 1861	registered	18,416,000					—Lun. Hosp. and State Prison	94,000	5	Jan. & July.	1874	120	
Oregon War Bonds of March 3, 1861	coupon	1,016,000					—Lun. Hosp. (W. Mass.)	50,000	5	June & Dec.	1874	126	
Loan of July 17, 1861	registered	264,246,400					—Union Fund Loan	600,000	5	Jan. & July.	1883	107	
Loan of Feb. 26, 1862 (5-20s)	registered						—Coast Defense Loan	888,000	5	May & Nov.	1894	116	
Loan of March 3, 1864 (5-20s)	coupon						—Bounty Fund Loan	200,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	registered						—Union Fund Loan	4,379,500	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	coupon						—War Loan (currency)	2,150,000	5	Mar. & Sept.	1894		
Loan of March 3, 1865 (5-20s)	registered						—Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	1894		
Loan of March 3, 1865 (5-20s)	coupon						—Eastern R.R. Loan	275,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	registered						—Southern Vermont R.R.	200,000	5	April & Oct.	1894		
Loan of March 3, 1865 (5-20s)	coupon						—Troy and Greenfield R.R.	968,500	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	registered						—Troy and Greenfield R.R.	554,180	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	coupon						—Michigan—Sault Canal Bonds	100,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	registered						—Renewal Bonds	216,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	coupon						—Two Million Loan Bonds	1,750,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	registered						—War Loan Bonds	250,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	coupon						—Bounty Loan Bonds	1,111,500	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	registered						—Minnesota—State Building Loan	463,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	coupon						—Railroad Loan Bonds	100,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	registered						—Mississippi—State Bonds (Planters' Bank)	2,275,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	coupon						—Mississippi—State Bonds (Union Bank)	2,000,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	registered						—Missouri—State Bonds	5,000,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	coupon						—Hannibal and St. Joseph R.R.	622,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	registered						—Pacific R.R.	3,000,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	coupon						—Southwestern R.R.	7,000,000	5	Jan. & July.	1894		
Loan of March 3, 1865 (5-20s)	registered												

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	90 1/2
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	" & "	Boston.	18—	....
Land Mortgage.....	300,000	7	April & Oct.	"	1871	....	Cape May and Millville:						
3d Mortgage.....	300,000	7	Jan. & July.	"	1876	....	1st Mortgage.....	200,000	7	" & "	New York.	18—	....
Interest Coupon.....	304,101	7					Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	689,000	7	April & Oct.	"	1885	....	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	"	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	.....	7	" & "	New York.	1916	92
1st Mortgage (Extension).....	4,000,000	7.5	"	"	1896	....	Central Branch Union Pacific:						
Androscoegin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern'mt subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100 1/2
1st Mortgage (Pennsylvania).....	2,151,500	7 1/2	"	"	1877	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	101
1st Mortgage (Ohio).....	3,740,900	7	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	86
1st Mortgage (Buffalo Extension)	1,382,000	7 1/2	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7 1/2	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	15,000,000	6 1/2	Jan. & July.	New York.	1896	99 1/2
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7 1/2	"	"	1885	110
2d Mortgage (Pennsylvania).....	757,500	7 1/2	"	London.	1882	....	Convertible bonds.....	1,500,000	7 1/2	"	"	1883	107 1/2
2d Mortgage (Ohio).....	2,653,000	7 1/2	Jan. & July.	"	1883	....	National Loan.....	15,000,000	6	"	"	1895	101 1/2
Consolidated Mortgage.....	17,105,000	7 1/2	April & Oct.	"	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T)	500,000	7	"	New York.	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	82
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	"	"	18—	....	Cheraw and Darlington:						
1st mortgage (Bainbridge Exe.)	500,000	7	"	"	18—	....	1st Mortgage.....	150,000	7	" & "	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....	.....	7	Jan. & July.	"	1897	....	2d Mortgage.....	75,000	7	" & "	"	1893	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	768-770	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	775-780	92 1/2
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6 1/2	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	821,261	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100
Loan of 1855.....	894,250	6	Jan. & July.	"	1876	92	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	99 1/2
Loan of 1860.....	602,000	6	"	"	1880	92	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	92
Loan of 1863.....	1,744,500	6	April & Oct.	"	1885	94 1/2	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	110
Northwestern Va. R. R. 2d Mort.	493,000	6	"	"	1873	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	201,000	6	"	"	1885	....	2d Mortgage.....	941,000	7 1/2	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Belleville:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	770-790	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	"	"	1870	....	1st Mortgage.....	5,000,000	7	April & Oct.	New York.	1895	84 1/2
Bellevue and Snow Shoe:							1st Mortgage (convertible).....	.....	7	"	"	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	" & "	New York.	1881	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....	Chicago and Milwaukee (45 m'ls):						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84	1st Mortgage (C. and N. W.)...	397,000	7	May & Nov.	New York.	1874	89
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77 1/2	2d Mortgage.....	37,900	7	Feb. & Aug.	"	1870	....
Blue Ridge, S. Car.:							Chicago and Northwestern:						
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	....	Prof. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96 1/2
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	....
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro.	1875	....	General 1st Appleton Ext.....	3,595,500	7	Feb. & Aug.	"	1885	91 1/2
1st Mortgage (B. C. and F. R.R.)	300,000	6	"	Boston.	1886	....	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	92
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....	Equipment Bonds.....	133,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	....	Mississippi River Bridge Bonds	200,000	7	Jan. & July.	"	1884	....
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
Sinking Fund Mortgage.....	500,000	6	"	Boston.	1889	....	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	"	1915	93 1/2
Boston, Hartford and Erie:							Equipment Bonds.....	1,925,000	10	May & Nov.	"	68-71	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	82 1/2	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	101
1st Mortgage (new).....	3,900,000	7	Jan. & July.	"	1899	63 3/8	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	....
Boston and Lowell:							1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	"	1898	....
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chi. & Mil. R. W. 85 m)	1,098,000	7	Jan. & July.	"	1898	89
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	99	1st Mortgage (Beloit & Mad. R.)	372,000	7	"	"	1868	....
Company bonds (no mortgage)	304,600	6	"	"	1887	....	Chicago, Rock Island and Pacific:						
Boston and Providence:							1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100 1/2
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-77	....	1st Mort. (C. R. I. and P. R. R.)	6,699,000	7	"	"	1895	93 1/2
Buffalo, Bradford and Pittsburg:							Cjn. & Chic. A.L.C. & C.I.R.R.)						
1st Mortgage.....	1,766,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	.....	7	Feb. & Aug.	New York.	1890	....
Buffalo, Corry and Pittsburg:							Sinking Fund.....	.....	7	May & Nov.	"	1898	....
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Cincinnati, Dayton and Eastern:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1898	....
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1845	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	Cincinnati and Indiana:						
Co. bonds (Erie and Northeast)	300,000	7	"	"	1886	....	1st Mortgage.....	2,000,000	7	" & "	New York.	1895	75
Buffalo, New York and Erie:							Cincinnati and Indianapolis June:						
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	89	1st Mortgage.....	1,200,000	7	" & "	New York.	1888	....
2d Mortgage.....	380,000	7	May & Nov.	"	1872	82 1/2	Cincinnati and Martinsville:						
Burlington and Missouri River:							1st Mort. (guar. by I. C. & Laf.)	400,000	7	" & "	New York.	1894	....
Land Grant Mortgage.....	1,800,000	7	April & Oct.	New York.	1893	89	Cincinnati, Richmond & Chicago:						
General Mortgage.....	1,288,000	7	"	"	1870	....	1st Mortgage.....	560,000	7	" & "	New York.	1895	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	"	1878	101 1/2	Cincinnati and Zanesville:						
Unsecured b'ds (2d series) conv.	600,000	7	"	"	1870	....	1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....
Camden and Amboy:							Cleveland, Columbus and Cine.:						
Sterling Bonds, skg fund £380,550	1,841,862	5 1/2	Jan. & July.	London.	1880	....	1st Mortgage.....	425,000	7	Jan. & July.	New York.	768-790	....
Loan for \$500,000.....	210,600	6	April & Oct.	New York.	1867	....	Cleveland and Mahoning:						
Loan for \$300,000.....	338,040	6	"	"	1870	98	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873	....
Loan for \$675,000.....	875,000	6	"	"	1875	90	2d Mortgage.....	587,000	8	March & Sept.	"	1876	....
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	"	1883	88 1/2	Hubbard Branch, 1st Mortgage.	105,600	7	Jan. & July.	"	1881	....
Loan for \$2,500,000.....	867,000	6	May & Nov.	"	1889	85	Cleveland and Pittsburg:						
Consol. Mortgage for \$5,000,000	4,437,300	6	June & Dec.	"	1889	93	2d Mortgage (or 1st Extension)...	1,130,000	7	March & Sept.	New York.	1873	95 1/2
Camden and Atlantic:							3d Mortgage (or 2d Extension)...	1,603,000	7	May & Nov.	"	1876	86
1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1873	....	4th Mortgage (or 3d Extension)...	1,106,489	6	Jan. & July.	"	1892	74 1/2
2d Mortgage.....	498,000	7	April & Oct.	"	1880	....	Consol. S. F. Mort. (\$5,000,000)...	135,000	1	May & Nov.	"	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashtla.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage.....	1,000,000	7	" " "	" " "	1881		2d Mortgage.....	4,000,000	7	March & Sept.	" " "	1879	98
3d Mortgage.....	1,000,000	7	April & Oct.	" " "	1888	92	3d Mortgage.....	6,000,000	7	" " "	" " "	1883	92
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" " "	1880	88
1st Mort. (June R. R. 1st Div.)..	27,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	" " "	1888	82½
1st Mort. (June R. R. 2d Div.)..	126,000	7	June & Dec.	" " "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" " "	1891	
1st Mortgage (Clev. and Tol.)...	692,000	7	April & Oct.	" " "	1886		Sterling Loan £800,000.....	3,875,520	7	March & Sept.	London.	1875	
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" " "	1885	92½	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888		2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" " "	1876	
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.		7	April & Oct.	New York.	1908	84½	1st Mortgage of 1882.....	350,000	7	Jan. & July.	New York.	1869	
Columbus and Indiana Central:							1st Mortgage of 1884.....	740,000	7	May & Nov.	" " "	1869	
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	81	Rockville Extension 1st Mort.:	150,000	7	Feb. & Aug.	" " "	1881	
2d Mortgage.....	816,000	7	" " "	" " "	18—		Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" " "	" " "	18—		1st Mortgage.....	200,000	7	" " "	Providence.	18—	
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage, guaranteed.....	100,000	6	" " "	Princeton.	18—	
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	99	1st Mortgage.....	815,000	7	" " "	New York.	18—	
Notes.....	300,000	7	" " "	" " "	1876		Galeana and Chicago Union:						
Connecticut River:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	2d Mortgage.....	1,029,000	7	May & Nov.	" " "	1875	
Connecting:							Mississippi Bridge.....	200,000	7	Jan. & July.	" " "	1884	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:						
Council Bluffs and St. Joseph:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887		Grand River Valley:						
Cumberland Coal and Iron:							1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	
Bonds of Nov., 1882.....	397,000	6	Jan. & July.	New York.	1869		Grand Trunk (Can.)						
Bonds of Feb., 1864.....	89,000	6	Feb. & Aug.	" " "	1869		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
Bonds of July, 1867.....	98,000	6	" " "	" " "	1877		2d Preference Bonds.....	7,355,986	5*	" " "	" " "	18—	
Cumberland and Pennsylvania:							3d Preference Bonds.....	3,414,094	4*	" " "	" " "	18—	
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891		4th Preference Stock.....	26,892,860	4*	" " "	" " "	18—	
Cumberland Valley:							Equipment Bonds.....	2,433,353	6*	April & Oct.	" " "	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" " "	18—	
2d Mortgage.....	109,500	8	" " "	" " "	1904		Great Western of Canada:						
Company's Bonds.....	85,300	6	" " "	Harrisburg.	18—		Government Loan £375,088.....	2,782,387	6*	" " "	Ottawa.	18—	
Danbury and Norwalk:							Mortgage Bonds £215,200.....	2,983,720	6*	" " "	London.	75-76	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	'70-'80		Mortgage Bonds £347,000.....	2,652,950	6*	" " "	" " "	77-78	
Dayton and Michigan:							Stock Debentures £46,700.....	228,500	6*	" " "	" " "	irred.	
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867		Great Western of Illinois:						
2d Mortgage.....	2,589,000	7	" " "	" " "	1881		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	
3d Mortgage.....	642,000	7	March & Sept.	" " "	1884		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" " "	1888	
Toledo Depot Bonds.....	160,500	7	" " "	" " "	'81-'94		1st Mortgage (General).....	2,500,000	7	" " "	" " "	1888	89
Dayton and Union:							2d Mortgage.....	2,500,000	7	May & Nov.	" " "	1893	78½
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Greenville and Columbia:						
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879		State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Income Bonds.....	261,000	6	" " "	" " "	'79 aft		1st Mortgage.....	1,000,000	7	" " "	New York.	18—	
Dayton and Western:							Hannibal and St. Joseph:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		State Loan of 1881.....	1,500,000	6	Jan. & July.	New York.	1881	87
2d Mortgage.....	463,000	6	June & Dec.	" " "			State Loan of 1885.....	1,500,000	6	" " "	" " "	1885	
Delaware:							Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" " "	1888	110½
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" " "	1888	
Guaranteed Bonds.....	100,000	6	" " "	" " "	1875		Six year bonds of 1865.....	1,000,000	10	" " "	" " "	1872	
State Loan.....	170,000	6	" " "	" " "	1876		Harrisburg and Lancaster:						
Delaware, Lackawanna & Western:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	95	Hartford and New Haven:						
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" " "	1875	98	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" " "	1881	96	Hartford, Providence and Fishkill:						
Des Moines Valley:							1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Hartford.	1878	
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" " "	" " "	1876	
Income Bonds.....	462,000	7	Jan. & July.	" " "	1884		Hempfield:						
Detroit and Milwaukee:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Housatonic:						
2d Mortgage.....	1,000,000	8	" " "	" " "	1884		1st Mortgage.....	191,000	6	Jan. & July.	Bridgport.	1877	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" " "	1875		2d Mortgage.....	96,000	7	" " "	" " "	1885	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" " "	1875		Houston and Texas Central:						
Bonds of June 30, 1866, (cond.)	1,837,789	7	" " "	" " "	1886		Texas State Loan, sinking fund.	432,000	6	April & Oct.	New York.	67 '69	
Detroit, Mon. & Tol. (M.S. & N.L.)							1st Mortgage.....	1,360,000	7	Jan. & July.	" " "	1866	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		Land Mort. S. F. (\$20,000 p. m.)		6	" " "	" " "	1891	
Detroit and Pontiac (Det. & Mil.)							Hudson River:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878		1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	
2d Mortgage.....	250,000	8	Feb. & Aug.	" " "	1886		1st Mortgage.....	1,954,000	7	" " "	" " "	1869	101½
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	" " "	" " "	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	92½	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" " "	1885	106
1st Mortgage (construction).....	660,000	7	" " "	" " "	1894		3d Mortgage.....	183,000	7	May & Nov.	" " "	1875	
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" " "	1875	
2d Mortgage, ordinary.....	460,000	7	" " "	" " "	1895		Consol. Mortgage.....	723,245	7	April & Oct.	" " "	1896	
East Brandywine & Waynesboro:							Illinois Central:						
1st Mortgage.....	168,000	4	Feb. & Aug.	Philadelphia.	1882		Construction.....	5,090,500	7	April & Oct.	New York.	1875	114½
Eastern:							Construction.....	2,499,000	6	" " "	" " "	1875	
State Loan (1st Lien).....	250,000	5	J. A. J. & O.	Boston.	'68-'72		Redemption.....	2,563,000	6	" " "	" " "	1890	
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872		Redemption, sterling.....	363,000	6*	" " "	London.	1875	
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	96	Illinois and Southern Iowa:						
1st Mortgage, (Essex Railroad)...	214,400	6	Jan. & Oct.	" " "	1876		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
East Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888		1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	
East Tennessee and Georgia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Tennessee Loan (1866).....	449,830	6	" " "	" " "	1898		Jackson, Lansing and Saginaw:						
Mortgage (old).....	643,000	6	" " "	" " "	1880		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	90½
Mortgage (new).....	124,900	7	" " "	" " "	1880		Jeffersonville (J. M. & I.):						
East Tennessee and Virginia:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		2d Mortgage.....		7	April & Oct.	" " "	1873	
Tennessee Loan (1866).....	600,000	6	" " "	" " "	1898		Jeffersonville, Madison & Indian:						
Tennessee endorsed bonds.....	185,000	6	" " "	" " "	18—		1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	
Edgfield and Kentucky:							Louisville Loan (endorsement)...	160,000	6	" " "	" " "	1882	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1874	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½	Joliet and Northern Indiana:						
Plain Bonds.....	570,000	5	April & Oct.	" " "	1872	60	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	
European and North American:							Junction, Philadelphia:						
1st Mortgage, S. F., £411,000.....		6*	Jan. & July.	London.	18—		1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

129

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
North Carolina:							Providence, Warren and Bristol:							
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$900,000.....	.....	8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:							
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102½	Raritan and Delaware Bay:							
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	93	2d Mortgage.....	250,000	7	"	"	"	1888
1st Mortgage, W. Div.....	850,000	7	"	"	1872	Equipment Bonds, convertible..	208,000	7	"	"	"	1876
2d Mortgage, W. Div.....	750,000	7	"	"	1874	Tom's River Br. 1st Mort.....	74,800	7	"	"	"	18—
Income, W. Div.....	221,500	7	April & Oct.	"	1882	Reading and Columbia:							
Consolidated Mort. for \$6,000,000	.....	7	Jan. & July.	"	1898	86	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	95½	Rensselaer and Saratoga:							
Company Bonds.....	32,000	5	March & Sept.	"	1884	86½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	103½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	76½	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	Richmond and Danville:							
2d Mort. " " "	573,500	8	May & Nov.	Richmond.	1875	80	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " "	83,200	8	March & Sept.	Alexandria.	1880	74	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	71½	
Funded Coupons 1st & 2d Mort.	200,000	7	Jan. & July.	New York.	1877	74	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Virginia State Loan of '58 & '59	249,962	7	"	"	'92-'93	....	4th Mortgage.....	504,000	7	"	Richmond.	1873	....
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	Richmond and Port Wayne:							
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage, guaranteed.....	.....	7	"	New York.	18—	....
Oswego and Syracuse:							Rich., Frederickburg & Potomac:							
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
Pacific Mo.:							Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	Richmond and Petersburg:							
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	93	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
1st (new) Mortgage for \$7,000,000	6*	Feb. & Aug.	New York.	1888	100	Roanoke Valley (R. & Dan.):							
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	Rockford, R. Island & St. Louis:							
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	1st Mortgage, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	Rome, Watertown & Ogdensburg:							
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100	
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	....	2d Mort. (Watertown & Rome).....	37,000	7	March & Sept.	"	'68-'71	....
Pennsylvania:							Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
1st Mort. { Harriab. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½	1st Mort. (Potdam & Watert.)..	611,500	7	June & Dec.	"	'69-'74	....
2d Mort. { " " " }	2,597,000	6	April & Oct.	"	1875	96	Rutland and Burlington:							
2d Mort. { " " " }	2,283,840	6	"	London.	1875	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	154
General Mortgage.....	59,000	6	"	Philadelphia.	18—	....	2d Mortgage.....	937,500	7	"	"	1863	80
State lien on whole property..	6,375,734	5	April & Oct.	Harrisburg.	1870	....	3d Mortgage.....	440,000	7	"	"	1863	....
Short Bonds and Deventures...	2,400,000	6	"	Philadelphia.	18—	Sacramento Valley:							
Pensacola and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	St. Joseph and Council Bluffs:							
2d Mortgage.....	255,000	8	"	"	18—	....	1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
Peoria and Bureau Valley:							St. Louis, Alton and Terre Haute:							
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	93
Peoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88½
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	80	
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage Income (Series E)...	1,700,000	7	"	"	1894	....
Philadelphia and Baltimore Cent.:							St. Louis and Iron Mountain:							
1st Mortgage.....	675,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	87½
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:							
1st Mortgage (Sunbury & Erie)...	1,000,000	7	April & Oct.	Philadelphia.	1877	99½	1st Mortgage (\$15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
1st Mortgage (General).....	5,000,000	6	"	"	1881	87	Equipment Bonds, free.....	.....	10	Jan. & July.	"	18—	....
2d Mortgage.....	4,000,000	7	"	"	1901	80	St. Paul and Chicago:							
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	1st Mort. S.F. guar. for \$4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
Philadelphia, Germant. & Norist.:							St. Paul and Pacific 1st Division:							
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1849.....	2,656,600	6	April & Oct.	Philadelphia.	1870	105½	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	....	General Mort., etc. for £780,000	.....	7*	Jan. & July.	London.	18—	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	88½	General Mort., dol. for \$7,000,000	.....	7	"	New York.	18—	....
Bonds of 1857, convertible.....	171,000	6	"	"	1886	Salem:							
Bonds of 1836, Sterling.....	182,400	5*	"	London.	1880	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1836, Sterling, conv....	288,000	7*	"	"	'72-'77	Salem and Lowell:							
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105	1st Mortgage.....	226,900	6	"	Boston.	1876	98½
Philadelphia and Trenton:							Sandusky and Cincinnati:							
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	76½
Philadelphia, Wilmington & Balt.:							3d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	411,000	6	Jan. & July.	Philadelphia.	1884	Sandusky, Mansfield and Newark:							
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	96	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	415,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellville:							Schuylkill Navigation:							
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	101½	Schuylkill and Susquehanna:							
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1									

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880		1st Mortgage, guar. for \$500,000.	.....	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds £452,912	2,612,944	5*	Jan. & July.	London.	'71-'85		1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £50,051	282,366	5*	"	Charleston.	'71-'85		West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74		1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds	505,500	7	"	"	'68-'72		2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91		West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	88
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—		Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1890	....
South Side, Va.:							Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887		Sterling Loan, £899,000	4,319,520	5*	April & Oct.	London.	'68-'71	....
2d Mort., guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75		Dollar Bonds	936,500	6	"	Boston.	1876	98½
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68		Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72		1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
5th Mortgage	119,000	8	"	"	'63-'69		2d Mortgage, endorsed by Balt.	200,000	6	"	"	1890	94½
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	150,000	6	"	"	1890	86
1st Mortgage	750,000	7	March & Sept.	New York.	1887		2d M. for \$300,000, end. by W. Co.	150,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85		1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80½
South West Pacific:							Western Union:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871		1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1890	....
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885		1st M. for \$1,000,000 end. by Ala.	.....				
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871		N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State	.....	8	"	"	1897	75
1st Mortgage	200,000	7	Jan. & July.	New York.	1886		Wilmington and Manchester:						
Steuenville and Indiana:							1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70½	2d Mortgage	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875		Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880		Consol. Mortgage for \$2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876		1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	....
1st Mortgage	206,000	7	Jan. & July.	New York.	18—		Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	01½
Tioga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872		Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88-'96	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884		Stg. State Loan	85,333	6	August.	Richmond.	....	....
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	84	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	85½	1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890		York and Cumberland (N. Cent.):						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	83½	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871		2d Mortgage	25,000	6	Jan. & July.	"	1871	....
Equip'm't Bonds (T. & W. 75 m.)	600,000	7	"	"	1883	76½	3d Mortgage	500,000	6	"	"	1877	....
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871		CANAL BONDS:						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	71	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage	300,000	7	Jan. & July.	New York.	1887		Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885		State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
3d Mortgage	650,000	7	May & Nov.	"	1875		Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882		Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873		1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage, guaranteed	180,000	6	"	"	1877		Delaware and Hudson:						
Union and Logansport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905		1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	96	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	20,168,000	6	"	"	1897-8	101½	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Union Pacific—Central Branch:							Interest Bonds	161,960	7	"	"	18—	....
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1895		Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895		Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	....
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	"	1895		Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1866	79	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37	2d Loan	5,606,122	6	"	"	1884	82½
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	103	3d Loan	2,000,000	6	"	"	1897	....
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92	Convertible Loan	1,201,850	6	"	"	1877	72
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860		1st Mortgage	126,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	114,000	6	"	Boston.	1860		2d Mortgage	57,000	6	"	"	18—	....
2d Mortgage	293,200	7	"	New York.	1859		Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
Consolidated Mort.—1st class	722,560	7	Jan. & July.	Philadelphia.	1890		2d Mortgage	302,750	6	"	"	1876	....
" " 2d class	850,000	7	or	"	1890		Boat Loan	232,087	6	"	"	1855	85
" " 3d class	154,000	7	April & Oct.	"	1890		North Branch:						
" " 4th class	1,263,000	7	"	"	1890		1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Funded Coupons	420,000	7	"	"			Schuylkill Navigation:						
Special Loan	200,000	8	"	"			1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
Virginia Central:							2d Mortgage	3,980,670	6	Jan. & July.	"	1882	69
State Loan	210,000	6	Jan. & July.	New York.	1891		Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880		Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872		Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
3d Mortgage	988,000	6	"	"	1884		Coupon Bonds	1,250,000	6	"	Baltimore.	1878	55
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78		Preferred Interest Bonds	325,000	6	"	"	1894	....
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873		1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
2d Mortgage	23,500	6	"	"	1879	64½	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884		1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Income Bonds	138,500	6	"	"	1886		Wyoming Valley:						
Funding Bonds (\$1,000,000)	730,000	8	"	"	18—	72	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
Warren:							MISCELLANEOUS BONDS:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875		American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
1st Mortgage	1,987,000	7	— & —	Philadelphia.	18—	85	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,867,000	7	May & Nov.	New York.	1875	85
1st Mortgage	85,000	7	April & Oct.	New York.	1880		Bonds of American Tel. Co.	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "1."

Year ending	Railroad			Rolling Stock		Companies.	Property and Assets.				Abstract of General Balance Sheet.				Operations.			Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.			Engines.		Cars.		Freight.	Pasa.	B. M. E.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.		Surplus Income.	Railroad Operated.	Trains Moved.		Passenger.	Freight.	Gross.	Net.	Dividends.	Market.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Year ending	Railroad.			Rolling Stock.			Companies.	Abstract of General Balance Sheet.					Operations.			Earnings.		Value of Shares.			
	Main Line.			Branch Line.				2d Track and Siding.			Railroad in progress.	Engines.	Pass.	B. M. E.	Car.	Freight.	Gross.		Net.	Dividends.	Market.
	M.	M.	M.	M.	M.	M.		M.	M.	M.											
Dec. 31, 1897	80.0	23.5	116.0	21	6	31,275	Lackawanna and Bloomsburg..... Penn.	3,231,258	521,772	1,325,000	2,273,295	68,880	80.0	505,071	790,808	223,448	50				
Dec. 31, 1897	37.0			3	2	1	Lake Erie and Louisville..... Ohio & Ind.	1,340,250		840,250	500,000		37.0				100				
Jan. 1, 1898	15.0			33	8	2,147	Leavenworth, Lawrence & Galveston Kansas	575,100		375,100	200,000						50				
Oct. 31, 1897	15.0			90	18	10,560	Lelich and Lackawanna..... Pennsylvania	9,459,625	1,741,141	8,730,800	7,990,285						50				
Oct. 31, 1897	10.0			3	2	1	Lelich and Susquehanna..... Pennsylvania	11,459,625	3,407,480	10,731,400	4,457,000						50				
Nov. 30, 1897	12.0			2	2	10	Lelich Valley..... Pennsylvania	258,708		258,708	143,700						50				
Nov. 30, 1897	12.0			45	40	24	Lexington and Arlington..... Massachusetts	654,235		654,235	44,000						50				
Nov. 30, 1897	29.0			2	2	10	Lexington and Big Sandy..... Kentucky	3,775,757		3,775,757	1,589,000						50				
Nov. 30, 1897	84.2			2	2	10	Lexington and Frankfort..... Kentucky	1,704,058		1,704,058	82,935						50				
Nov. 30, 1897	15.3			24	713	1,012,564	Little Miami..... Ohio	411,824	1,012,564	2,747,438	893,378						50				
Dec. 31, 1897	28.3			2	8	158	Little Miami and Col. & Xenia (joint) O.	1,466,682		1,466,682	893,378						50				
Dec. 31, 1897	94.0			2	8	158	Long Branch..... Pennsylvania	182,680		182,680	893,378						50				
Sept. 30, 1898	26.0			24	40	24	Long Branch and Sea-Shore New Jersey	3,805,509		3,805,509	825,000						50				
Oct. 31, 1897	65.0			81	14	13	Long Island..... New York	2,496,288		2,496,288	825,000						50				
Jan. 30, 1898	63.2			66	45	23	Louisville, Cincinnati and Lexington Ky.	1,532,645		1,532,645	825,000						50				
Jan. 30, 1898	103.2			34	18	7	Louisville and Frankfort..... Kentucky	13,062,925		13,062,925	825,000						50				
Sept. 30, 1898	124			2	3	1	Louisville and Nashville..... Ky. and Tenn.	332,883		332,883	73,000						50				
Oct. 31, 1897	21.0			4	2	8	Louisville, New Albany and Chicago Ind.	600,000		600,000	415,000						50				
Oct. 31, 1897	21.0			124.0	6	3	Lykens Valley..... Pennsylvania	893,327		893,327	415,000						50				
Nov. 30, 1897	102.5			7.0	3	8	Macon and Brunswick..... Georgia	1,500,000		1,500,000	764,000						50				
Nov. 30, 1897	102.5			25.0	13	16	Macon and Western..... Georgia	1,500,000		1,500,000	764,000						50				
Oct. 31, 1897	123			22.0	17	8	Manchester and Manchester..... Tennessee	1,897,292		1,897,292	2,534,120						50				
Dec. 31, 1897	22.4			3.6	16	5	Manchester and Broad Mountain..... Penn.	1,000,000		1,000,000	764,000						50				
Dec. 31, 1897	103.8			28.0	13	16	Manchester Central..... N. H. & Mass.	1,000,000		1,000,000	764,000						50				
Dec. 31, 1897	103.8			22.0	52	21	Manchester and Lawrence..... N. H. & Mass.	1,000,000		1,000,000	764,000						50				
Jan. 30, 1898	180.8			86.0	21	13	Manchester and North Western N. H. & Mass.	1,000,000		1,000,000	764,000						50				
Jan. 30, 1898	372.0			19.0	55	40	Marietta and Cincinnati..... Ohio	6,527,050		6,527,050	1,134,558						50				
Jan. 30, 1898	372.0			22.0	98	86	Maryland and Delaware..... Md. and Del.	3,037,069		3,037,069	1,134,558						50				
Jan. 30, 1898	372.0			36.5	98	86	Memphis and Charles-Tenn. Miss. & Ala.	3,000,000		3,000,000	1,134,558						50				
May 31, 1898	258			65.6	99	74	Memphis and Louisville..... Tenn.	1,414,157		1,414,157	1,134,558						50				
May 31, 1898	258			45.6	99	74	Memphis, Clarksville and Louisville..... Tenn.	1,414,157		1,414,157	1,134,558						50				
Dec. 31, 1897	6.6			5.0	124	73	Michigan Central..... Mich. Ind. & Ill.	113,014		113,014	405,025						50				
Dec. 31, 1897	22.3			61.9	33	6	Michigan South and North Ind. O. M. I. & A.	30,831,300		30,831,300	405,025						50				
Dec. 31, 1897	820.0			81.9	33	6	Millstone and New Brunswick..... N. Jersey	480,368		480,368	405,025						50				
Oct. 31, 1897	83.3			20.0	33	6	Millwaukee and Glasboro..... New Jersey	3,775,000		3,775,000	405,025						50				
Oct. 31, 1897	63.0			36.19	36	19	Minneapolis and St. Paul..... Wisconsin	1,942,507		1,942,507	405,025						50				
Aug. 31, 1897	256.0			12	10	10	Minnesota Valley..... Minnesota	7,776,774		7,776,774	405,025						50				
Sept. 30, 1897	99.2			164.5	8	8	Mississippi and Tennessee..... Miss. & Tenn.	2,011,197		2,011,197	405,025						50				
Dec. 31, 1897	63.6			72.0	102	32	Mobile and Tennessee..... Miss. & Tenn.	1,600,000		1,600,000	405,025						50				
Dec. 31, 1897	72.0			14.5	102	32	Mobile and Great Northern..... Alabama	1,600,000		1,600,000	405,025						50				
Dec. 31, 1897	472.0			1.3	102	32	Mobile and Great Northern..... Alabama	1,600,000		1,600,000	405,025						50				
Jan. 31, 1898	22.0			28.4	102	32	Montgomery and Fufala..... Alabama	641,785		641,785	405,025						50				
Jan. 31, 1898	22.0			63.7	97.2	13	Montgomery and West Point..... Alabama	2,444,768		2,444,768	405,025						50				
Dec. 31, 1897	84.0			8.0	55	62	Morris and Essex..... New Jersey	0,463,608		0,463,608	405,025						50				
Dec. 31, 1897	60.0			10.0	12	13	Murphy..... New Jersey	673,919		673,919	405,025						50				
Dec. 31, 1897	14.8			8.0	12	13	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Nov. 30, 1897	151.0			10.0	12	13	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Nov. 30, 1897	125.0			4.7	30	4	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Nov. 30, 1897	125.0			8.4	30	4	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	97.0			1.5	30	4	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	97.0			19.0	11	5	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	18.0			11.5	30	4	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	60.0			8.8	30	4	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Nov. 30, 1897	98.0			33.8	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Nov. 30, 1897	33.8			10.0	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Nov. 30, 1897	100.0			8.0	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Nov. 30, 1897	62.0			2.5	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	80.0			5.0	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	80.0			34.8	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	130.8			2.1	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	130.8			63.8	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	98.5			12.0	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	98.5			3.7	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	81.0			185.0	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	102.0			25.0	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	102.0			25.0	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	102.0			25.0	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	102.0			25.0	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	102.0			25.0	37	10	Nashua and Lowell..... N. Hamp. & Mass.	4,851,000		4,851,000	405,025						50				
Dec. 31, 1897	102.0			25.0	37	10	Nashua and Lowell..... N. Hamp. &														

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "3."

Abstract of General Balance Sheet.																									
Years ending.	Railroad.			Rolling Stock.	Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.								
	Main Line.	Branch Line.	2d Track and Sidings.		Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.		p.c.							
Dec. 31, 1867	91.0	102.9	300.0	22.0	22.0	22.0	22.0	22.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	91.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
July 31, 1867	106.1	102.9	300.0	22.0	22.0	22.0	22.0	22.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	106.1	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	68.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	20.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Sept. 30, 1867	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	15.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
June 30, 1867	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	15.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Nov. 30, 1867	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	21.9	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Nov. 30, 1867	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	15.2	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	81.0	81.0	81.0	81.0	81.0	81.0	81.0	81.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	81.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Nov. 30, 1867	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	75.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Oct. 31, 1867	30.6	30.6	30.6	30.6	30.6	30.6	30.6	30.6	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	30.6	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Oct. 31, 1867	111.0	111.0	111.0	111.0	111.0	111.0	111.0	111.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	111.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	45.8	45.8	45.8	45.8	45.8	45.8	45.8	45.8	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	45.8	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Sept. 30, 1867	34.9	34.9	34.9	34.9	34.9	34.9	34.9	34.9	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	34.9	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Sept. 30, 1867	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	6.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Sept. 30, 1867	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	2.1	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Oct. 31, 1867	20.4	20.4	20.4	20.4	20.4	20.4	20.4	20.4	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	20.4	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	100.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	34.9	34.9	34.9	34.9	34.9	34.9	34.9	34.9	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	34.9	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Sept. 30, 1867	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	15.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
May 31, 1867	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	15.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
May 31, 1867	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	11.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
May 31, 1867	25.7	25.7	25.7	25.7	25.7	25.7	25.7	25.7	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	25.7	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Feb. 28, 1867	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	14.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Sept. 30, 1867	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	18.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Sept. 30, 1867	18.3	18.3	18.3	18.3	18.3	18.3	18.3	18.3	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	18.3	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	10.3	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	7.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	23.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Oct. 31, 1867	26.4	26.4	26.4	26.4	26.4	26.4	26.4	26.4	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	26.4	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Nov. 30, 1867	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	15.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Nov. 30, 1867	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	13.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	45.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	45.0	45.0	45.0	45.0	45.0	45.0	45.0	45.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	45.0	273,412	6,588,623	20,419,002	539,285	246,694	6.751	118,970	100
Dec. 31, 1867	81.0	81.0	81.0	81.0	81.0	81.0	81.0	81.0	3,892,337	3,892,337	255,380	226,822	3,202,900	437,000	148,777	271,168	81.0</								

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash (—) signifies "nil" and leaders (....) "not ascertained."

Fiscal year ending.	Completed: equal in single yr. or in progress or projected.	Length in miles.	Equip-ment.	Oars.	Companies.	Cost of Road and Equip-ment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
								Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.														
30 Nov. '67	3.53				Boston and Chelsea	110,000	110,000			8,800	7,390	0.8		87
30 Nov. '67	6.84		266	38	Broadway, Boston	402,485	325,000		64,336	187,427	29,460	9.5		100
30 Nov. '67	28.31				Cambridge	877,894	727,800	150,000	94			9.0		100
30 Nov. '67	3.99				Lowell (Horse)	66,908	55,880		1,680	27,268	5,536			
30 Nov. '67	12.50		198	82	Lynn and Boston	269,428	200,000	50,000	48,984	154,987	loss.			10
0 Nov. '67	8.60				Malden and Melrose	60,246	30,000	55,768		24,138	loss.			25 1/2
30 Nov. '67	3.08				Marginal Freight	51,543	94,200							
30 Nov. '67	42.99				Medford and Charlestown	36,800	21,000	8,000		23,442	2,240		60	2
30 Nov. '67	7.21		791	166	Metropolitan (Boston)	1,523,228	1,250,000		183,198	726,709	129,635	10	60	6
30 Nov. '67	3.25		254	42	Middlesex (Boston)	499,636	400,000	41,639	79,684	188,085	10,987			6
31 Nov. '67	2.18		2	8	Northampton & Willamsb.	300,000	300,000		2,318	14,273	1,125			
30 Nov. '67	6.45		56	9	North Woburn street	27,242	17,300		13,500	868	loss.			
30 Nov. '67	7.14		50	17	Quincy	136,840	71,600	68,424	57,692	28,226	loss.			
30 Nov. '67	3.74				Salem and South Danvers	198,517	150,000	32,400	6,268	30,637	loss.			
30 Nov. '67	2.81				Somerville	75,000	75,000			4,500	4,500	0		
30 Nov. '67	6.84				Stoneham street (Boston)	37,800	33,000			8,589	89			
30 Nov. '67					Suburban	95,000	5,000	(Incl. in Mal. & Melrose.)						
30 Nov. '67			440	69	Union (Transportation)	308,870	200,000	24,000	117,842	368,851	13,015	0		
30 Nov. '67	2.76				Winnisimmet	62,152	58,300		238	4,300	3,867	4		
30 Nov. '67	4.06		44	9	Worcester	89,573	75,800	72,000	25,000					
CONNECTICUT.														
31 Jan. '68	3.0	3.0	45	7	Fairhaven and Westville	103,000	100,000					8		
31 Dec. '62	8.5		11	3	Hartford and Wethersfield	300,000	300,000							
NEW YORK.														
30 Sep. '67	7.37		87	6	Albany	139,414	98,000	40,000		71,981	15,878		100	
30 Sep. '67	22.00		53		Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	55,643		100	
30 Sep. '67	10.76			37	Broadway (Brooklyn)	290,561	200,000	35,000	10,015	107,736	23,744	8	100	
30 Sep. '67	16.0		103		Broadway & 7th Ave. N. Y.	608,518	2,100,000	150,000		687,433	253,214	3 1/2	100	
30 Sep. '67	8.00			17	Brooklyn, Bath & Coney Is'd	166,258	99,850	80,000	85,172	27,263	8,994		100	
30 Sep. '67	70.00		207		Brooklyn City	1,800,818	1,600,000	300,000		1,311,191	105,907	12	100	
30 Sep. '67	11.30		49		Brooklyn City & Newtown	553,340	400,000	200,000	20,687	129,267	14,852		100	
30 Sep. '67	1.12		14		Brooklyn City & Rock. B'ch	125,586	107,700	45,000		15,085	6,352		100	
30 Sep. '67	21.0		67 1/2		Brooklyn Central & Jamaica	995,783	488,100	498,310	47,303	192,290	9,470		100	
30 Sep. '67	1.76				Buffalo Street	184,357	50,000	109,500	76,683	21,455			100	
30 Sep. '67	14.82				Central City (Syracuse)	29,130	21,130	6,000	1,400	17,646	4,786	8 1/2	100	
30 Sep. '67	24.00		121 1/4		Central Pk. N. & E. Riv. (N. Y.)	1,629,968	1,031,500	550,000	54,827	531,915	16,285		100	
30 Sep. '67	12.62		201		Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	10,236		100	
30 Sep. '67	18.00		162		D. Dock, E. B'dw. & Battery	878,114	1,200,000	672,000	15,900	682,582	89,310	5	100	
30 Sep. '67	10.24		49		Eighth Avenue	1,420,972	1,000,000	205,000		192,574	139,066	12	100	
30 Sep. '67	5.50				42d st. & Grand st. Ferry	1,041,204	748,000	280,000		300,969	94,714	6	100	
30 Sep. '67	3.00				Grand st. & Newtown (W'g)	172,000	170,000	88,000	5,000	74,420	18,798	9 1/2	100	
30 Sep. '67	8.26				Genesee & Water st. (Syr.)	42,194	42,500			8,765	419		100	
30 Sep. '67	10.60		21	3	Greenpoint & Williamsb'rg	144,000	44,300	100,000	3,900	63,603	4,578		100	
30 Sep. '67	3.56				Harlem Br. Morris & Ford'm	227,400	95,900	124,000	7,500	27,600	1,520		100	
30 Sep. '67	7.00		17		Kingston and Rondout	75,510	75,000			24,961	4,000		100	
30 Sep. '67	12.20		58		Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000		100	
30 Sep. '67	6.76				Ninth Avenue	466,295	797,320	167,000		92,671	16,881		100	
30 Sep. '67	10.00		41		Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345		100	
30 Sep. '67	16.00				Rochester City & Brighton	236,051	133,400	100,000	13,000	48,259	1,601		100	
30 Sep. '67	8.37		81		Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470		100	
30 Sep. '67	5.33				Sixth Avenue (N. Y.)	1,571,214	750,000	186,000		563,166	73,564	10	100	
30 Sep. '67	2.07				Skaneateles	88,878	67,780	20,000					100	
30 Sep. '67	4.37				Syracuse and Geddes	25,039	25,000	25,000		13,075	5,046	20	100	
30 Sep. '67	18.00				Syracuse and Onondago	31,000	31,000			6,596	1,176	6	100	
30 Sep. '67	3.33		180		Third Avenue (N. Y.)	2,453,404	1,170,000	1,800,000	50,000	1,849,943	222,222	12	100	
30 Sep. '67	16.50				Troy and Albia	71,952	44,150	19,000	11,238	12,446	2,140		100	
30 Sep. '67	2.25		4		Utica and Waterville	801,288	121,172	196,500	1,200	75,179	14,707		100	
30 Sep. '67	15.52				V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267		100	
30 Sep. '67					Westervelt (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	
NEW JERSEY.														
31 Dec. '62	5.32			7	Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	6.05	2.50		8	Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47				Jersey City & Bergen Point									
31 Dec. '62	17.00	150	22		Orange and Newark	618,296	287,550	300,000	30,750	124,676	30,566	50		
31 Dec. '62	5.80			8	West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.														
31 Oct. '67	9.23		137	26	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	57,180	24	50	
31 Oct. '67	1.63		10	2	Easton & South Easton	22,422	24,500	500		4,971	428	2	25	
31 Oct. '67	10.50				Frankford and Philadelphia	138,287	99,635	50,000	11,064	15,786	loss.		50	
31 Oct. '67	16.37		272	40	Frankford & Southw'k (Ph.)	766,491	491,650	200,000		295,142	66,985	8	60	
31 Oct. '67	34.25		367	59	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26 1/2	60	
31 Oct. '67	5.40		120	25	Girard College (Phila.)	170,864	170,000			112,204	16,978	12 1/2	50	
31 Oct. '67	4.84		197	33	Green & Coates st. Phila.	234,463	150,000	100,000		170,439	9,004	10	50	
31 Oct. '67	2.00		18	5	Harrisburg City	67,948	41,965	9,760	2,248	9,777	loss.		25	
31 Oct. '67	5.20		103	18	Lombard & South st. (Phila.)	182,957	90,000	60,200	7,900	66,529	13,046	28	11 1/2	
31 Oct. '67	7.25		82	13	Oakland (Pittsburg & E. L.)	59,500	57,718		880	49,980	loss.		50	
31 Oct. '67	3.00		9	3	Peoples, Luzerne County	34,800	34,800			4,800	2,382		50	
31 Oct. '67	7.08		277	45	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	63,011	10	53	
31 Oct. '67	5.61		50	10	Philadelphia and Darby	250,419	160,000	89,000		88,371	9,452	12 1/2	20	
31 Oct. '67	8.50		125	19	Philadelphia & Gray's Ferry	286,583	286,307			93,885	23,343	3	50	
31 Oct. '67	8.75		163	28	Pittab. Allegheny & Manch'r	146,965	110,000	35,600	24,916	138,501	22,495	10	60	
31 Oct. '67	8.90		71	12	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,352	31,550	11 1/2	60	
31 Oct. '67	8.00		53	12	Ridge Avenue & Manyunk	179,635	120,500	63,300		40,759	6,726	2	50	
31 Oct. '67	3.96				Schuylkill River (Phila.)	47,468	50,000						50	
31 Oct. '67	19.50		489	72	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18 1/2	46	
31 Oct. '67	5.62		100	18	17th & 19th st. (Phila.)	114,368	130,000			69,627	11,284	4 1/2	50	
31 Oct. '67	7.00		104	32	10th & 11th st. (Citizens)	176,049	192,750			131,728	22,160	8 1/2	50	
31 Oct. '67	6.25		145	28	13th & 15th st. (Phila.)	uncertain				208,984	84,648		50	
31 Oct. '67	25.00		629	70	Union (Philadelphia)	784,927	400,000	300,000		366,348	42,591	7 1/2	60	
31 Oct. '67	6.00		341	66	West Philadelphia	479,708	375,000	100,000		281,058	50,692	10	60	
31 Oct. '67	4.18		13	4	Wilkesbarre and Kingston	70,285	49,800		8,500	12,119	7			

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (!) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire* guaranteed.	600,000	7	7	100
Blossburg and Corning* guar.	250,000	6	6	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	100
Buffalo, N. York and Erie* guar.	950,000	7	7	100
Camden and Atlantic, pref.	600,000	7	7	100
Catawissa* pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna* guar.	589,110	9	9	100
Cedar Rapids & Missouri, preferred and guaranteed.	755,000	7	7	100
Central Ohio, preferred.	400,000	7	7	100
Chemung* guar.	380,000	8	8	100
Cheshire, preferred.	2,017,815	7	7	100
Chicago and Alton, pref.	2,425,400	7	7	100
Chicago, Iowa and Nebraska* guar.	2,000,000	10	10	100
Chicago and Northwestern, pref.	16,356,287	7	7	100
Cleveland and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Toledo* guar.	6,250,000	34	34	100
Cochecho, preferred.	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	100
Cumberland Valley, 1st pref.	241,900	8	8	100
" 2d pref.	242,000	8	8	100
Delaware* guaranteed.	594,261	6	6	100
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	6	100
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	100
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.)* guaranteed.	492,500	8	8	100
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	100
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	100
Erie, preferred.	8,536,910	7	7	100
Hannibal and St. Joseph, pref.	5,253,836	7	7	100
Harrisburg and Lancaster* guar.	1,182,550	7	7	100
Housatonic, preferred.	1,180,000	8	8	100
Huntingdon & Broad Top Mountain, preferred.	190,750	7	7	100
Joliet and Chicago* guar.	1,500,000	7	7	100
Joliet and Northern Indiana* guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington* guar.	500,000	7	7	100
Little Schuylkill* guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington preferred.	211,122	9	9	100
Marietta and Cincinnati, 1st pref.	6,586,135	6	25	100
" 2d pref.	4,051,744	6	9	100
Manchester and Lawrence* guar.	1,000,000	9	9	100
Michigan Southern, guaranteed.	586,800	10	10	100
Mill Creek and Mine Hill* guar.	323,375	10	10	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	105	100
" 2d pref.	1,014,000	7	7	100
Milwaukee and St. Paul, preferred.	8,050,892	7	95	100
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8	100
Mount Carbon & Ft. Carbon* guar.	282,250	12	12	100
New Haven and Northampton* guar.	1,344,000	2	2	100
New York and Harlem, pref.	1,500,000	8	120	100
Niagara Br. and Canandaigua* guar.	1,000,000	6	6	100
North Eastern (S. C.) preferred.	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	104	100
Ohio and Mississippi, pref.	3,500,000	7	77	100
Paterson and Hudson* guar.	630,000	8	8	100
Paterson and Ramapo* guar.	248,000	5	5	100
Peoria and Bureau Valley* guar.	1,200,000	6	6	100
Philadelphia and Erie* guar.	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	100
Philadelphia and Trenton* guar.	1,099,120	10	10	100
Pittsfield and North Adams* guar.	450,000	6	6	100
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	100
Portland, Sago & Portsmouth* guar.	1,500,000	6	6	100
Portsmouth and Concord* guar.	350,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	100
Rochester and Genesee Valley* guar.	557,560	7	7	100
Rutland, preferred.	7	80	80	100
St. Louis, Alton and T. H., pref.	2,040,000	7	69	100
Sandusky and Cincinnati, pref.	445,596	6	6	100
Schuylkill Valley* guar.	676,050	5	5	100
Shamokin Valley & Pottsville* guar.	869,450	5	5	100
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	100
" (E. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	78	100
Troy and Greenbush* guar.	274,000	7	7	100
Vermont and Canada* guar.	2,500,000	8	8	100
Warren* guar.	1,408,300	7	7	100
White Mountains* guar.	200,000	5	5	100
Wrightsv. York & Gettysburg* pref.	317,050	2	2	100
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	100
Morris, preferred.	1,175,000	10	72	100
Schuylkill Navigation, pref.	2,888,997	6	41	100
Union, preferred.	6	6	6	100
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	5,774,400	7	38	100
Mariposa Mining, pref.	317,050	7	24	100

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton 40	@ 42	—
Pig, American, No. 1 (good to best).....	39	@ 40	—
Pig, American, No. 2.....	37	@ 38	—
Pig, American, Forge.....	35	@ 36	—
Bar, Refined, English and American.....	90	@ 95	—
Bar, Swedes, assorted sizes.....	(gold) 82 50	@ 87 50	—

STORE PRICES.

Bar, Swedes, ordinary sizes.....	—	@ 145	—
Bar, English and American, Refined.....	90	@ 95	—
Bar, English and American, Common.....	87 50	@ 90	—
Scroll.....	125	@ 160	—
Ovals and Half-round.....	122 50	@ 150	—
Band.....	125	@ —	—
Horse Shoe.....	125	@ —	—
Rods, 1½-16 inch.....	100	@ 160	—
Hoop.....	135	@ 185	—
Nail Rod.....	per lb.	8½	@ 10
Sheet, Russia, assorted No.'s.....	(gold) 104	@ 111½	—
Sheet, Single D. and T. Common.....	54	@ 56	—
Rails, English.....	(gold) 54	@ 56	—
Rails, American.....	75	@ 78	—
Anvils, Eagle.....	per lb.	9½	@ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality).....	per lb.	13	@ 23
English Spring (2d and 1st quality).....	10	@ 12½	—
English Blister (2d and 1st quality).....	11½	@ 20	—
English Machinery.....	13½	@ 16	—
English German (2d and 1st quality).....	14	@ 16	—
American Blister "Black Diamond".....	10½	@ 16	—
American, Cast, Tool, do.....	10	@ 13	—
American, Spring, do.....	10	@ 13	—
American Machinery do.....	10	@ 13	—
American German do.....	10	@ 13	—

COPPER—Duty: Pig, Bar and Ingot, 2½ old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val. Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½ oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New.....	per lb.	—	@ 33
Boils.....	—	@ 33	—
Brass.....	—	@ 33	—
Nails.....	—	@ 42	—
Sheathing, &c., Old.....	22	@ 23	—
Sheathing, Yellow Metal.....	—	@ 27	—
Boils, Yellow Metal.....	—	@ 27	—
American Ingot.....	20	@ 20½	—

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold) per lb.	31½	@ 32
Straits.....	(gold) 31	@ 31½	—
English.....	(gold) 29½	@ 30½	—
Plates—Fair to good brands.....	(gold).....	Currency.....	—
I. C. Charcoal.....	per box 8 75	@ 12 25	@ 12 50
I. C. Coke.....	7	@ 8	9 75 @ 11 25
Coke Terne.....	6 12½ @ 6 25	8 50 @ 8 75	—
Charcoal Terne.....	8	@ 8 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).....	per gall.	—	@ 23
Crude, 40 @ 47 gravity (in shipping order).....	20½	@ —	—
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	—	@ 34	—
Refined, Standard White (in ship's order).....	—	@ 37	—
Refined, prime White (in shipping order).....	—	@ 38	—
Refined, S. W. (in merchantable order).....	—	@ 35	—
Naphtha, Refined, (60 @ 63 gravity).....	—	@ 13	—
Residuum.....	per bbl. 4	@ 4 25	—

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 5 cents per sq. foot; above that, and not exceeding 24 by 30 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.	per 50 feet.	7 75 @ 6	—
6 by 8 to 7 by 9.....	8 25 @ 6 50	—	—
8 by 10 to 7 by 11.....	9 75 @ 7	—	—
11 by 14 to 12 by 13.....	10 50 @ 7 50	—	—
14 by 16 to 12 by 14.....	12 25 @ 8	—	—
18 by 22 to 18 by 30.....	15 @ 9	—	—
20 by 30 to 24 by 30.....	16 50 @ 10	—	—
24 by 31 to 24 by 36.....	17 50 @ 12 50	—	—
25 by 36 to 30 by 44.....	20 @ 13 50	—	—
30 by 46 to 32 by 48.....	22 @ 14 50	—	—
32 by 50 to 32 by 60.....	25 @ 16	—	—

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)	per 50 feet.	8 50 @ 6 25	—
6 by 8 to 8 by 10.....	9 @ 6 75	—	—
8 by 11 to 10 by 15.....	10 @ 7 50	—	—
11 by 14 to 12 by 18.....	11 @ 8	—	—
13 by 18 to 16 by 24.....	13 @ 9	—	—
18 by 22 to 18 by 30.....	16 50 @ 10	—	—
20 by 30 to 24 by 30.....	18 @ 12	—	—
24 by 32 to 24 by 36.....	20 @ 16	—	—
25 by 36 to 28 by 40.....	22 @ 18	—	—
28 by 40 to 30 by 48.....	24 @ 20	—	—
30 by 50 to 32 by 56.....	27 @ 23	—	—
32 by 58 to 34 by 60.....	—	—	—

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 27.

Th. 21. F. 22. Sat. 23. M. 24. Tu. 25. W. 26.

Atlantic M. S. S. Co.....					22
Boston, Hartford & Erie.....					
California 7s (gold).....		130			
Canton Co.....	59	69	59	61	61
Central of N. Jersey.....	114	114	113	114	113
Chicago & Alton.....		148	148	149	113
.. pref.....		148		149	150
.. 1 M.....				150	150
.. S. F.....					
.. Inc. bds.....					
Chicago, Burl. & Q.....				190	
.. 8s, 1883.....					
Chi. & Gt. Eastern 1st m.....				60	82
Chic. & Northwestern.....		82	82	83	82
.. pref.....	86	87	87	89	88
.. 1st M.....	91				82
.. Interest.....					
.. S. F.....					
.. Consol.....		92	93		
Chic. Rock Isl. & Pac.....	130	131	132	133	133
Chicago & R. I. 7s, 1870.....				100	100
Chi. R. I. & Pa. 7s, 1896 93					93
Clev. Col. C. & Ind.....				74	
Clev. and Pittsburgh.....	92	92	92	94	95
.. 2 M.....					
.. 3 M.....					
.. 4 M.....					
.. Con.....					
Clev. and Toledo.....	108	106	105	106	107
.. S. F. 7s.....					104
Col. Chi. & Ind. C.....	47	46		48	53
.. 1 M.....	79	79	80	81	84
Cumberland Coal pref.....		38		37	38
Del. & Hudson Canal.....	126	126	125	125	128
Del., Lack. & Western.....	120	119	119	120	120
.. 1 M 7s.....					
.. 2 M 7s.....	56				
Erie Railway.....	39		39	38	38
.. pref.....		63	64	64	
.. 1 M 7s, 1887.....					
.. 2 M 7s, 1879.....					98
.. 3 M 7s, 1883.....			91		
.. 4 M 7s, 1880 88.....				92	
.. 5 M 7s, 1888.....					
Great Western 2d mort.....			78		78
Hudson River.....	130	131	130	131	136
.. 1 M 7s, 1869.....					136
.. 2 M S. F.....			107		106
.. 3 M 7s, 1875.....					
Illinois Central.....					
.. bonds.....					
Lake Shore (C. P. & A.).....	101	100		102	102
Marietta & Clin. 1st pref.....				116	117
Michigan Central.....	117	117	117	118	119
.. S. F. 8s, 1882.....				119	120
.. conv. 8s, '69.....				117	116
M. S. and N. I.....	92	94	95	93	94
.. 1 M. S. F. 95.....		96	96		97
.. 2 M.....		90	91		92
Mil. and P. du Chen.....					
.. 1st pref.....					
.. 2d pref.....					
.. 1st M.....					
Milw. and St. Paul.....	75	72		74	74
.. pref.....	96	92	94	95	95
.. 1st mort.....		91			95
.. 2d mort.....					
.. 8s.....	104				
.. 7-10s con.....				106	
Missouri 6s.....	87	87	87	87	87
.. H. & St. J. iss.....	87	87	87	87	87
Morris and Essex.....	87	87	87	87	87
.. 1st mort.....		96	96	97	96
.. 2d mort.....	94			94	94
N. Jersey R.R. & T. Co. 12s.....	129				
New York Central.....	163	163	165		165
.. 7s, S.F. 1876.....					
.. 7s, conv. '76.....					
.. 6s, S.F. 1883.....		90			
.. 6s, S.F. 1887.....					
N. York and Harlem.....		133		140	142
.. pref.....					
.. 1 M 7s, 1873.....	100	101			
N. Y. and N. Haven.....				100	
N. Carolina 6s.....	63	64	64	64	64
.. new.....	61	61	62	62	62
Ohio and Miss.....	33	33	35	38	38
.. pref.....				77	
.. 1st M.....					
Pacific Mail S. S. Co.....	117	118		121	121
Panama.....					
Phila. and Reading.....	95	95	95	97	97
Pitta., Ft. W. & Chicago.....	123	123	123	123	128
.. 1 M.....	101				
.. 2 M.....					
.. 3 M.....					
Quicksilver Mining Co.....	24	25	25	25	24
St. L., Alton & T. H.....		40	40	41	42
.. pref.....			68	68	69
.. 1 M.....				93	69
.. 2 M pref.....					
.. Income bds.....		80			
Tennessee 6s.....		67	67	68	68
.. new.....	67	67	67	68	67
Tol., Wab. & Western.....		62	62	63	64
.. pref.....	70				
.. 1 M. ex.....		83	94		
.. 2 M.....			83	84	
.. Equipment.....	76			76	76
Virginia 6s, ex-coupon.....	68	68	68	68	68
.. new.....	62	63	63	63	63

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 27.

Th.21. F.22. Sat.23. M.24. Tu.25. W.27

FEDERAL STOCKS:--				
U. S. 6s, 1871, reg.	128	128	128	128
U. S. 6s, 1871, coup.	128	128	128	128
U. S. 6s, 1874, reg.	115	115	115	115
U. S. 6s, 1874, coup.	115	115	115	115
U. S. 6s, 10-40s, coup. 107	107	107	107	107
U. S. 6s, 10-40s, reg. 104	105	105	105	105
U. S. 6s, 1881, reg.	111	111	111	111
U. S. 6s, 1881, coup.	112	112	112	112
U. S. 6s, '81, O.W.L. y.	108	108	108	108
U. S. 6s, 1881, . . .	108	108	108	108
U. S. 6s, 5-20s, reg. '62.108	108	108	108	108
U. S. 6s, 5-20s, c. 1882.113	112	113	113	113
U. S. 6s, 5-20s, reg. '64.	109	109	109	109
U. S. 6s, 5-20s, c. 1884.109	109	109	109	109
U. S. 6s, 5-20s, reg. '65.108	109	109	109	109
U. S. 6s, 5-20s, c. 1885.110	110	110	110	110
U. S. 6s, 5-20s, r. n. '65.	108	108	108	108
U. S. 6s, 5-20s, c. n. '65.108	108	108	108	108
U. S. 6s, 5-20s, reg. '67.108	108	108	108	108
U. S. 6s, 5-20s, c. 1887.108	108	108	108	108
U. S. 6s, 5-20s, reg. '68.108	109	109	109	109
U. S. 6s, 5-20s, c. '68	109	109	109	109
U. S. 6s, Pac.R.R.issue.	101	101	101	101

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 26.

W.20.Th.21. F.22. Sat.23.M.25.Tu.26

Catwissa				
preferred	33	33	33	33
Camden and Amboy				
6s, 1870	122	122	124	124
6s, 1875	98	98	98	98
6s, 1883	98	98	98	98
6s, 1889	98	98	98	98
mort. 6s, '89	98	98	98	98
Elmira & Williamsport				
pref.	91	91	91	91
7s, new	91	91	91	91
Lehigh Navigation				
6s, 1884	29	31	31	32
Gold L.	89	89	89	89
R. R. L.	83	83	83	83
Lehigh Valley R.R.				
6s new	55	55	57	57
Little Schuylkill R.R.				
7s	43	43	43	43
Minehill				
6s, 1880	55	55	55	55
Morris Canal				
pref.	34	34	34	34
6s, 1876	88	88	88	88
6s, 1880	88	88	88	88
6s, 1887	88	88	88	88
Northern Central				
49	49	49	49	49
Pennsylvania R. R.				
57	57	57	57	57
1st M.	98	98	98	98
2d M.	98	98	98	98
Penn. State, 6s, 1st series				
104	104	104	104	104
6s, 2d series.104	104	104	104	104
6s, 3d series	106	106	106	106
6s, W. L.	97	97	97	97
Philadelphia City, 6s				
97	97	97	97	97
new	100	100	100	100
Philad. Germ. & Nor.				
69	69	69	69	69
Phila. & Reading				
47	47	47	47	47
7s, 1893	26	26	26	26
Philadelphia and Erie				
27	27	27	27	27
6s	87	87	87	87
Schuylkill Navigation				
20	20	20	20	20
6s, 1882	67	67	67	67
6s, 1876	67	67	67	67
6s, 1872	12	12	12	12
Susq. Canal				
6s, 1878	12	12	12	12
Union Canal, pref.				
6s, 1878	17	17	17	17
Wyoming Valley Canal				
bonds	17	17	17	17
Hestonville, (Horse)				
Chestnut & Wal.	47	47	47	47
Green & Coates	38	38	38	38
2d and 3d streets	46	46	46	46
Spruce and Pine	17	17	17	17
15th and 16th sts.	17	17	17	17

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 26.

W.20.Th.21.F.22.Sat.23.M.25.Tu.26

Baltimore City 6s, 1875				
94	94	94	94	94
1886	94	94	94	94
1890	94	94	94	94
1893	94	94	94	94
Balt and Ohio				
121	121	120	121	121
bonds, 1875	92	92	92	92
1880	94	94	94	94
1885	94	94	94	94
Marietta & Cin. 1st M.				
92	92	92	92	92
2d M.	72	72	72	72
Northern Central				
49	49	49	49	49
bonds, 1885	84	84	84	84
1900	85	84	85	85
N. W. Va. 1st mort.				
80	80	80	80	80
2d mort.	80	80	80	80
3d mort.	80	80	80	80
City Passenger R. R.				
18	17	17	17	17

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 27.

Th.21. F.22. Sat.23. M.24. Tu.25. W.27

Boston and Albany				
147	147	147	147	147
Boston and Lowell				
135	135	135	135	135
Boston and Maine				
135	135	135	135	135
Boston and Providence				
135	135	135	135	135
Boston, Hartford & Erie				
28	28	27	27	27
7s, new	64	64	64	64
Cheshire, pref.				
69	69	69	69	69
Concord				
75	75	75	75	75
Connecticut River				
130	130	130	130	130
Eastern				
116	116	116	116	116
Fitchburg				
116	116	116	116	116
Manchester & Lowell				
118	118	118	118	118
Michigan Central				
118	118	118	118	118
Northern, N. H.				
112	112	112	112	112
Ogdens. & Lake Champ.				
67	67	67	67	67
Old Colony & Newport				
95	95	95	95	95
Ph. W. & Baltimore				
62	62	62	62	62
Portland, Saco & Forts.				
100	100	100	100	100
Vermont & Canada				
103	103	102	103	103
Vermont & Mass.				
63	63	63	63	63
Vt. C. & Vt. C. & E. R.				
103	103	103	103	103
Broadway (Horse)				
100	100	100	100	100
Cambridge				
100	100	100	100	100
Metropolitan				
65	65	64	64	64
Middlesex				
60	60	60	60	60
Central Mining Co.				
10	10	10	10	10
Copper Falls				
10	10	10	10	10
Franklin				
14	14	14	14	14
Huron				
14	14	14	14	14
Ile Royale				
14	14	14	14	14
National				
14	14	14	14	14
Minnesota				
14	14	14	14	14
Pewabic				
14	14	14	14	14
Pittsburg				
14	14	14	14	14
Quincy				
25	25	25	25	25

London Stock Exchange.

Closing Prices.

Dec. 31. Jan. 8.

Atl. & Gt. West. N. Y. sec. 7 per ct.				
1st mort.	65	70	65	70
Do. do., 2d mort.	65	70	65	70
Do. Penn., 1st mort.	65	70	65	70
Do. do., 2d mort.	65	70	65	70
Do. Consol. 7 per cent. mort. bonds				
£100 paid, 1890.	43	44	43	44
Detroit and Milwaukee 1st mort. 7s.				
Do. 2d mort. 8 p. c.	60	60	60	60
Erie shares 100 dol. all paid.				
Do. sterig. 6 p. c. convertible bonds	26	26	26	26
Do. 3d mort. 7 p. c. 1883	60	60	60	60
Illinois Central, 6 per cent., 1875.				
Do. Redemption mort. bonds 6 p. c.	99	101	99	101
Do. 7 per cent., 1875.	78	80	78	80
Do. 100 dol. shares, all paid.	95	96	95	96
Marietta and Cin. R. R. bonds 7 p. c.				
Panama General mort. 7s, 1897.	106	108	106	108
Penn. R. R. bonds, 2d mort. 6 per ct.	98	98	98	98
Do. General mort. 6 p. c. 1910.	88	96	84	86
Philadelphia and Erie 1st mort. 1881.	88	90	88	90
Do. with option to be paid in Phila.	89	91	89	91

American Railroad Journal.

Saturday, January 30, 1869.

Stock Exchange and Money Market.

Money has been in more liberal supply, since our last, the offerings of capital to responsible houses through private channels especially having been considerably enlarged. The demand for accommodation has been active, most of the week, but has been as a rule, quite promptly met at the prevailing rates of 6@7 per cent. on call, and 7@9 per cent. per annum, in the discount form. The city banks have added over a million to their legal tender reserve, and about 1½ millions to their deposit line, while they report a loss of less than half a million of specie. They have added about 2½ millions to their loan and discount averages, and reduced their circulation a little. Their daily exchanges at the Bank Clearing Houses were not up to the average of the preceding week. They now hold over 54 millions of legal tender notes, against 48½ millions at the beginning of the year, and they control over 197 millions of deposits, against 180½ millions on the 2d inst. Their specie stock is now nearly 29 millions, against 27½ millions at the beginning of the current month. The enlargement of the loan item, since Jan. 1, has been about 5¼ mil-

lions. The U. S. Sub-Treasury has added more than 8¼ millions to its cash balances, during the week, and about 8¼ millions since the close of December, now controlling a cash reserve of about 87 millions, as against 78½ millions on Dec. 30, 1868.

The specie reserve of the city banks is now \$28,864,197, against \$25,106,800 same time last year. The city bank deposits are now \$197,101,163, against \$210,063,084 week ending Jan. 25, 1868. The legal tender reserve amounts to \$54,022,119, against \$67,154,161 same time last year. The circulation now stands at \$34,265,946, against \$24,082,762 same time last year. The loans are now \$264,954,619, against \$258,392,101 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$111,872,424 a day, against a daily average of \$112,682,602 the preceding week, and \$117,962,008 the week ending with Jan. 6, 1869. The current week's exchanges average about \$112,438,376 a day. The city banks, last week, lost \$394,339 of specie, while they gained \$1,616,320 of deposits, and \$1,095,036 of legal tender notes. They increased their loans, \$2,615,788; and reduced their circulation, \$13,207.

National Bank notes to the amount of \$134,470 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$311,926,826, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$12,180,060, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,858,931,) an actual circulation at this date, of \$299,746,766. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,447,600; and for the public deposits, \$35,247,350—making a total of \$377,694,950. The Treasury Department last week redeemed and destroyed \$582,428 of worn and mutilated fractional currency, and issued \$470,833 of new. The outstanding amount of fractional currency on the

325 from customs duties; payments, \$10,455,285, including \$2,386,210 of coin interest; balance of the close of the week, \$86,600,554, against \$83,115,122, at the close of the preceding week, showing an increase of \$3,485,431. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,207,981 including \$311,315 from customs; and payments, \$957,721, including \$368,300 of coin interest; on Tuesday, receipts, \$1,029,109 including \$402,000 from customs, and payments, \$902,742, including \$295,199 of coin interest. The balance at the close of business on Tuesday stood at \$86,977,180, against \$83,298,837 a week previous; and \$81,243,729, on Jan. 6, 1869.

The outstanding amount of coin certificates on the 1st of Jan., 1869, was \$27,036,020, against 23,255,840 on the 1st of Dec., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$2,699,000, and retired \$2,505,325 through the receipts for customs. The coin certificates issued by the Sub-Treasurer office, during December, reached \$7,600,980.

Government revenues have been yielding comparatively well, since our last, particularly in the customs form. Washington advices intimate that the customs revenue of the Government at all the ports of entry this current month of January, will yield about 18 millions in coin. The New York Customs are yielding unexpectedly well, which circumstance tends to strengthen street confidence in the public credit. The excises, last week, yielded about 2½ millions; customs at the port of New York, \$2,601,325, and at the outports about \$850,000 (in coin) more, making the grand total income for the week equal to about \$7,495,571 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 81½ millions, according to the latest Washington advices.

Gold has been in more active request, since our last, for shipment and Custom House purposes, as well as on speculative account, at advanced figures, the range having been from 135¾@136¾, and the closing quotation on Wednesday 136½. The Custom House drain at this port last week was up to 2½ millions, and export call exceeded a million. The exports thus far in the current week have been as follows: On Tuesday, \$558,000, and on Wednesday, \$55,000. The Sub-Treasurer coin interests disbursements, last week, averaged \$397,702 a day; thus far, this week, they have been on the basis of a daily average of \$331,750.

The customs demand for Gold last week, averaged \$433,554 a day; thus far, this week, it has been equal to \$356,657 a day, or equal to a weekly aggregate of \$2,139,942. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$110,933, and since Jan. 1, \$169,905 against \$95,049 same time in 1868. The receipts from California, last week, were \$532,419. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$67,155,724, against \$62,042,133 same time in the preceding fiscal year. At the port of San Francisco in 1868, \$8,382,329, against \$7,622,327 in 1867.

The total receipts of California gold at this port, since July 1, 1868, have been \$13,450,110, against \$17,413,017 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$3,962,907. The exports of specie, from this port, last week, were \$1,100,144, against \$1,069,300 same week last year; total, since July 1, 1868, \$23,989,471, against \$34,367,517 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasurer here, on account of the coin interest on the public debt \$2,386,210; since July 1, 1868, \$59,516,687, against \$46,433,019 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1868, were \$36,358,091, against \$48,224,237 same time in 1867.

Foreign Exchange stiffened a fraction in price, during the week, on a quite moderate offering of bonds, and a fair inquiry for prime bills, particularly in the sterling form. Toward the close, however, the market exhibited less buoyancy, on a diminished call from purchasers. Bankers' prime sixty day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.18¾c. @5.15; sight bills on London to 110@110¾, and on Paris to 5.12½c.@5.11¼. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,080,903, against \$3,269,323 same week last year; total, since July 1, 1868, \$90,698,923, against \$104,503,089 same time in preceding fiscal year of 1867-'68.

An enlarged volume of business has been transacted in Government securities, since our last, at generally advanced prices, on much reduced offerings. The main call has been for the several issues of the Five-twenty, and the Ten-forty loans, both coupon and registered. The demand has been chiefly on investment account, from banks, bankers and private buyers. The growing ease in money and the rise in gold have tended to stimulate purchases, as they give assurance of augmented buoyancy in values, particularly in view of the comparatively light offerings of all issues. At the close of Wednesday, some efforts were made to depress prices, but without success, the market having stubbornly resisted all the pressure from the bear interest.

U. S. sixes of 1881 closed here on Wednesday at 112½@112¾; U. S. Five-twenties of 1862, 113½@113¾; U. S. Five-twenties of 1864 at 109½@109¾; U. S. Five-twenties of 1865 at 110½@110¾; U. S. Five-twenties of 1865, consolidated, 108½@108¾; U. S. Five-twenties of 1867, 108¾@108¾; U. S. Five-twenties of 1868, 109½@109¾; U. S. Ten-forties at 108½@108¾; U. S. Six per cent. currency bonds, 101½@101¾.

One thousand miles of the Union Pacific Railroad are now finished and in operation, and the Central Pacific Railroad Company having built five hundred miles, but two hundred and sixty-seven miles remain to be built. There is now no doubt that the entire line to the Pacific will be opened early this season. The earnings of the Pacific Railroad for the year 1868, are officially reported at \$5,600,651.

The Central Pacific Railroad is completed five hundred miles east from Sacramento, within 26 miles of Humboldt Wells. The road will probably be finished before the 15th of April.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 18.	Jan. 20.	Jan. 27.
Consols	92½	93½	78½
U. S. 5-20's of 1862...	75½	75¾	75¾
Erie	26	26½	26½
Ill. Central	96¼	98¼	92¾

Railway and miscellaneous stocks have been in quite active request, and generally strong and buoyant in price, though there have been frequent fluctuations in both the magnitude of the dealings, and in the ruling values.

At the regular monthly sale of Scranton Coal on Wednesday, the bidding evinced less spirit, and prices were lower, the principal change having been a decline of 25@47½ct. per ton long ton in the value of stove coal. Total amount sold 66,000 tons at from 4.10@6.32½ for the range of qualities, per 2,240 lbs., deliverable at Elizabethport, N. J.

A more generally active movement has been noted in the leading kinds of domestic produce, but at variable prices. Cotton and provisions closing buoyantly, while breadstuffs leave off in favor of purchasers, as a rule. Middling upland cotton closed buoyantly on Wednesday at 29¢ cents per lb. The stock of cotton now here is estimated at about 47,500 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,284,000 bales, against 1,179,000 bales same time in 1867-'8; exports, same time 647,000 bales, against 652,000 bales same time in 1867-'8; stock on hand at latest dates, 320,000 bales, against 351,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 517 pkgs., against 511 pkgs., same time last year. From Boston, 801 pkgs., against 1,828 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been moderately inquired for at 10@17½c. per lb.; week's receipts, 5,509. Veal calves in fair request at 9½@13c. per lb.; receipts, 292. Sheep and lambs at 5@8¾c. per lb.; receipts, 34,500. Swine, less active at 11½@11¾c. per lb., all live weight; receipts, 7,389. There has been more animation in foreign merchandise, which has been generally held with increasing confidence in anticipation of a lively and remunerative trade, through the coming season. The total imports of foreign dry goods, last week, were \$2,520,259, and the total amount marketed \$2,246,998. The value of foreign merchandise imported last week, was \$3,550,077—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$6,070,336, against \$2,514,435 same week last year; total since July 1, 1868, \$135,760,051, against \$126,975,380 in 1867-'8. The ocean freight market has shown more firmness toward the close, on an increasing offering of produce. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 6d.@2s. by steamer, per bbl.; grain at 6½d.@7d. by sail, and 7d. by steamer, per bushel; cotton at ½d. by sail, and ¾d.@¾d. by steamer, per lb.; and heavy goods 17s. 6d.@30s. by sail, and 25s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 503.

The New York exports, exclusive of specie, for the week ending Jan. 26, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	\$3,269,323	\$3,080,903
Prev. reported.....	10,091,381	7,991,016

Since January 1..... \$13,360,704 \$11,071,919

The imports for the week ending January 23, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods.....	\$1,281,490	\$2,520,259
Gen. merchandise.....	1,232,945	3,550,077

Total for the week.... \$2,514,435 \$6,070,336
Previously reported.... 7,043,554 9,285,851

Since January 1..... \$9,557,989 \$15,356,187

The balance in the Sub-Treasury on Wednesday was \$87,465,657 83.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Coupon bonds, 100; Georgia 7s, 92½; New York State 7s, Bounty Loan, reg., 109½; do., 6s, 1873, 102½; Louisiana 6s, 76½; do., 6s, Levee bonds, 71; do., 8s, Levee bonds, 87½; Ohio 6s, 1881, 101½; Rhode Island 6s, 100; Brooklyn 6s, W. L., 95; Am. Dock and Imp. 7s, 95; Buffalo, New York and Erie 2d mort., 82½; Toledo, Peoria and Warsaw 1st mort., E. D., 84; do., W. D., 85¼; Great Western 1st mort., 1889 89; Pacific R. R., 6s, guar. by Missouri, 93; New Jersey Central 2d mort., 101; Ohio and Miss. Consol. bonds, 86; Chicago and Milwaukee 1st mort., 89; Norwich and Worcester R. R., 98; Long Island R. R., 45; Hannibal and St. Joseph R. R., 104; do., pref. 106¼; Joliet and Chicago, 92; Dubuque and Sioux City, 95; Chicago and Gt. Eastern, 46; Adams Exp. Co., 61; Wells-Fargo Exp., 29; American Mer. Union Exp., 45; U. S. Exp., 52; Merchants' Union Exp., 17; Central Coal, 60; Pennsylvania Coal, 222; Mariposa Mining Co., 7¼; do., pref., 24; do., Tr. 10s, cts., 59½; Boston Water Power Co., 16; Western Union Telegraph, 87¼; do., 7s, 85; Bank of Commerce, 122; Central National Bank, 106½; Metropolitan Bank, 139; Shoe and Leather Bank, 130; Bankers and Brokers' Ass., 106; Tenth National Bank, 100; Fourth National Bank, 104¼; Mer. Ex. Bank, 118; Am. Ex. Bank, 115½; Merchants Bank, 124; Bank of America, 146; Phoenix Bank, 105½; Park Bank, 154; Continental Bank, 100; Ocean Bank, 103; Bank of Republic, 121¼; Bank of New York, 134½; Bank of North America, 110; Buchanan Farm Oil, 0.58; Consolidated Gregory Gold, 2.55; Central Petroleum, 0.65; Grass Valley, 0.31; La Crosse Gold, 0.16; Lehigh and Susq., 0.80; Midas Silver, 0.15; Montana Gold, 0.50; New York and Eldorado, 0.20; Quartz Hill Gold, 0.69; Smith and Parmalee, 2.25; Walkill Lead, 0.15.

Philadelphia.—West Penna. R. R. bonds, 80½; Northern Central 6s, 1885, 83¼; Phila. and Reading 6s, 1844-80, 88½; Steubenville mort., 6s, 70¼; Oil Creek and Allegheny River R. R., 39½; Germantown Pass. R. R., 27; Fifth and Sixth streets R. R., 35¼; St. Louis War Loan, 102½; Pittsburg 5s, 70; Allegheny County Comp. 5s, 75½; Penna. State 5s, coupon, 95¼; New Jersey 6s, 101; Keystone Zinc, 1¼; Ocean Oil, ½; Feeder Dam, ¾; N. Y. and Middle Coal

Fields, 4¾; Phila. Bank, 157; Bank of North America, 239½; Farmers' and Mechanics' Bank, 123½; Commercial Bank, 57½; Mechanics' Bank, 31¾. The latest quotations are: City 6s, 96½@97; do., free of tax, 100¼@100½; State 5s, reg., 100@100; do., coupon, 95@95½; do., 6s, W. L., 101½@102; do., 1st series, 108@103; do., 2d series, 104¼@105; do., 3d series, 105¼@106¼; Reading, 48½@48¾; do., 7s, 1893, 104½@105¼; do., 6s, 1880, 89@90; Camden and Amboy, 123½@124; do., mort. 6s, 1889, 93@93½; do., 1883, 88½@89; Penn. R. R., 67¾@57½; do., 1st mort., 98@98½; do., 2d mort., 95¼@96; Little Schuylkill R. R., 43@44; Morris Canal, 29@32; do., pref., 67@75; do., bonds, 85@87; Wyoming Valley Canal, 30@35; do., 6s, 77@80; Susquehanna Canal, 12½@15; do., 6s, 55@58; Sch. Nav., 10@10½; do., pref., 20½@20¾; do., 6s, 1882, 68½@69; Delaware Div. Canal, 49@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40@44; do., 7s, 1873, 90½@91½; do., 5s, 60@65; Lehigh Coal and Navigation, 31½@31¾; do., 6s, 1884, 82¼@82¾; do., R. R., Loan, 83@84; do., Gold Loan, 89½@90; North Pennsylvania, 34@35; do., 6s, 88@89; do., Chattle 10s, 109@109; Philadelphia and Erie, 26½@27; do., 6s, 86½@87½; Minehill, 55@55¼; Catawissa, 9@11; do., pref., 34@34; Lehigh Valley, 56¾@57; do., 6s, new, 91@—; Fifth and Sixth streets, (horse,) 35¼@36; Second and Third, 45½@46½; West Philadelphia, 66@67; Spruce and Pine, 26@—; Green and Coates, 39@40; Chestnut and Walnut, 46@46; Thirteenth and Fifteenth, 17½@17¾; Girard College, 27¾@29; Tenth and Eleventh, 68@—; Union, 40@42; Hestonville, 11@11¼.

Boston.—Vermont Central 1st mort., 7s, consol., 79; Central Pacific R. R. 7s, gold, 110; Old Colony and Newport 7s, 1877, 103½; do., 6s, 1875, 95½; Rutland and Burlington 1st mort. 7s, 154; Cheshire 6s, 1880, 92; do., 1877, 93; Sullivan and Erie Coal and R. R. 7s, 1882, 82; Boston and Lowell 6s, 1879, 99; Eastern R. R. 6s, 1874, 96; Stanstead, Shefford and Chambly 7s, 76; Union Pacific R. R. 6s, gold, 96; Sandusky, Cincinnati, and Cleveland R. R., 25½; do., 7s, 1900, 76; Conn. and Pass. Rivers pref., 89½; Rutland R. R., 35; Summit Branch, 24; Indianapolis and Cincinnati R. R., 17¾; Worcester and Nashua R. R., 131¼; Indianapolis and Vincennes R. R. guar., 84¼; Troy and Greenbush R. R., 46; Norwich and Worcester R. R., 98¼; Boston Water Power Co., 16½; Cary Imp. Co., 8½; Essex Co., 130; Short Mt. Coal, 12; Roaring Brook Coal, 15; Mt. Pleasant Coal, 14½; Gilberton Gold, 23; Massachusetts 6s, 1872, gold, 119½; do., 6s, 1871, gold, 118¼; do., 6s, 5-20s, currency, 101½; do., 5s, 1891, gold, 108½; New Hampshire 6s, 1877, 99¼; Maine 6s, 1880, 99¼; Boston 6s, 1876, currency, 101¼; do., 6s, 1871, gold, 117¼; do., 5s, 1878, gold, 107¾; Roxbury 6s, 1873, 101¾; Cambridge 6s, 1883, W. L., 99¾; Bath 6s, 1891, 90; do., 1898, 94¼; Chicago 7s, W. Loan, 98¾; do., Municipal, 98½; do., River Imp., 98; do., sewerage, 99½; St. Louis 6s, 1886, 83¾; do., 1888, 81¾; Portland 6s, 1869, 96; do., 1870, 97¼; do., 6s, 1887, 93¼; Atlantic National Bank, 129; Blackstone National Bank, 135¼; Bunker Hill National Bank, 123¼; Everett National Bank, 107½; First National Bank, 165; Globe National Bank, 127; Hide and

Leather National Bank, 101; Howard National Bank, 111¼; Market National Bank, 111½; New England National Bank, 131; Revere National Bank, 140¼; Suffolk National Bank, 122; Shoe and Leather National Bank, 133¼; Second National Bank, 149¼; Webster National Bank, 112¼; Allouez Mining Co., 6¼; Calumet, 50; Concord, 2; Hancock, 3½; Manhattan, 50c.; Native, 50c.; Pontiac, 37½c.; Rockland, 1¼.

Baltimore.—Maryland Defense Loan, 99; Virginia 6s, old, reg., 50½; do., 1366, reg., 53; do., 1867, reg., 51¼; Memphis 6s, 53¾; Orange, Alexandria and Manassas 7s, 74; do., 2d mort., 8s, 80; do., 3d mort., 8s, 74; Richmond and Danville bonds, 71¼; Atlantic Coal, 3.15; George's Creek, 67; Bank of Baltimore, 115; National Exchange Bank, 99; Peoples' Bank, 20. The latest quotations are: Balt. and Ohio, 120¼@121; do., 6s, 1875, 92@93; do., 1880, 92@93; do., 1885, 91½@94½; Northern Central, 49@50; do., bonds, 1885, 83@83½; do., 1900, 83½@84¼; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 92@93; do., 2d mort., 89@92; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 92¼@92¾; do., 2d mort., 72¼@73; Central Ohio, 30@31; do., 1st mort., 85¼@86; Western Md. 6s, 1890, 75@75½; do., guar., 89½@90; do., 2d mort., guar., —@90; Richmond and Danville bonds, 71@71¼; Baltimore 6s, 1875, 94½@95; do., 1886, 95@—; do., 1890, 93½@93¾; do., 1893, 96@96½; do., 6s, 1888-70, 73@78; City Passenger R. R., 17½@18; George's Creek Coal, 65@67; Santa Clara, 1.50@3.00; Atlantic Coal, 3.00@3.20.

OFFICE OF THE ROCKFORD, ROCK ISLAND AND ST. LOUIS RAILROAD COMPANY, 12 WALL ST.: The COUPONS from the Bonds of this Company, maturing February 1st, proximo, will be paid on and after that date at this office in United States GOLD COIN, Free of Government Tax.

H. H. BOODY, Treasurer.

NEW YORK Jan. 14, 1869.

THE FIRST MORTGAGE, FIFTY-YEAR CONVERTIBLE BONDS of the ROCKFORD, ROCK ISLAND and ST. LOUIS RAILROAD COMPANY, pay the PRINCIPAL and SEVEN PER CENT. INTEREST—1st FEB. and 1st AUG.—IN GOLD COIN, Free of Government Tax.

The bonds are offered at 97½ and accrued interest in currency. Persons subscribing now will save the premium on the coupon payable Feb. 1st, proximo, equal to a reduction of one per cent. in the price of the Bonds.

Pamphlets with maps giving full information, sent on application.

All Bonds subscribed for sent by Express free of charge.

The Bonds may be had of H. H. BOODY, Treasurer, 12 Wall street, or of HENRY CLEWS & CO., Bankers, 32 Wall street, New York.

Proposals will be received until the 6th of February, for the graduation culverts, bridges and track of the Hackensack and New York Extension Railroad, to a point near the New York State line, a distance of about 9¼ miles. Specifications, etc., may be seen at the office of L. W. Post, in Hudson City, N. J., until February 3d, and afterwards at the Essex street depot in Hackensack. Address D. P. Patterson, President, Hackensack, N. J.

British Finances.

The following will show the gross public revenue of the United Kingdom of Great Britain and Ireland for the fiscal years ending in 1867 and 1868:

	1867.	1868.
Customs	£22,303,000	£22,650,000
Excise	20,670,000	20,162,000
Stamps	9,420,000	9,541,000
Taxes	3,468,000	3,509,000
Income tax	5,700,000	6,177,000
Post office	4,470,000	4,630,000
Crown lands	330,000	845,000
Miscellaneous	3,073,568	2,586,218
Total revenue ..	£69,434,568	£69,600,218

This is given in pounds sterling, and is equivalent to about three and hundred and forty million dollars annually. We annex a statement of the expenses for the same period:

	1867.	1868.
Public debt	£26,081,778	£26,571,750
Civil list	10,523,019	11,193,757
Army	14,675,540	16,418,582
Navy	10,676,101	12,168,949
Collecting revenue	4,823,958	4,883,204
Total expenses ..	£66,780,396	£71,236,242

There were two million pounds sterling included in last year's "supplementary" expenses for the Abyssinian expedition, which we have divided equally between the army and navy, although the actual account may show a different arrangement when the details are compiled. It will be seen that the total expenses thus increased by that expedition are in excess of the receipts about seven million dollars.

The revenue from customs is chiefly from seven or eight simple articles. The largest item is tobacco; the next sugars and molasses; then spirits and tea. The total from customs is about one hundred million dollars per annum, or not quite two-thirds as much as the present customs revenue of the United States. We annex a statement of particulars:

	1867.	1868.
Sugar and molasses	£5,647,787	£5,582,473
Tea	2,658,716	2,827,317
Coffee	397,190	390,161
Corn, meal and flour	797,639	869,323
Spirits	4,173,027	4,298,403
Wine	1,891,192	1,468,993
Tobacco and snuff	6,455,011	6,542,250
Other imports	577,666	581,481
Sundries	200,838	104,580
Total customs ..	£22,299,066	£22,664,981

We add also a summary of the separate receipts from excise, which are nearly as large as the cash duties:

	1867.	1868.
From spirits	£10,855,849	£10,511,530
" malt	6,816,385	6,302,419
" licenses	2,304,318	2,640,237
" all other	731,771	736,152
Total excise	£20,708,323	£20,190,338

The revenue from stamps is not all paid over as collected, so that the accounts lap over and remain unclosed from year to year. We have thrown together the items for the fiscal years ending in 1866 and 1867, which differ slightly from the total paid into the exchequer, but are near enough for all practical purposes:

	1866.	1867.
Deeds and other instruments	£1,633,923	£1,619,313
Probate of wills	1,580,776	1,623,273
Legacies and successions	2,604,332	2,568,044
Insurances, fire	1,178,385	952,338
Do., marine	472,562	482,167
Bills, notes, &c.	900,705	859,731
Receipts and drafts	531,324	547,583
All others	703,498	713,214
Total from stamps	£9,605,505	£9,865,663

We propose some day to give a variety of details in regard to the income tax. The rate has been four pence per pound until last year, when it was temporarily raised to five pence on account of the extraordinary expenses in the expedition referred to above. This is about two per cent., and it is applied on all incomes above one hundred pounds, with an abatement of sixty pounds on incomes less than two hundred per annum.

We annex also the total imports and exports of the United Kingdom for the two fiscal years named, exclusive of specie:

	1866.	1867.
Imports	£295,290,274	£275,249,853
Exports	238,905,682	226,057,136

The total of this belonging to the trade with the United States for the last named period is not yet compiled in detail, but in 1866 the import from the United States amounted to £46,854,218, and the exports to this country added up £31,843,836, all these items exclusive of specie. We propose in a few days to contrast some of these items with the corresponding totals of the revenue and commerce of the United States.—*Journal of Commerce.*

Journal of Railroad Law:

COMMON CARRIERS MAY LIMIT THEIR LIABILITY BY SPECIAL CONTRACT—WHEN PRESUMPTION OF NEGLIGENCE ARISES FROM LONG SILENCE ON THE PART OF A COMPANY TO WHOSE CARE HAVE BEEN ENTRUSTED GOODS FOR TRANSPORTATION.

The case of *The American Express Co. vs. Sands*, (55 Penn. St. 140,) was brought by Sands against this company to recover the value of a barrel saw shipped by them with the said express company from Pittsburg to Irvine, Pa. When the saw arrived at Irvine, it was cracked from 8 to 10 inches. On account of being thus broken, the defendants refused to receive it. It was received at Irvine by the agent of the express company, Dec. 12th, 1864, and remained there until Sept. 12th, 1865, when the agent resigned, and knew nothing more about it.

The opinion of the Court was delivered by THOMPSON, J.—The principles involved in this case were all discussed in an opinion delivered at this Term in *Farnham vs. The Camden and Albany Railroad Co.* It was then held that the company might limit the extent of liability in case of loss or injury, by a special contract or special acceptance of the goods to be carried, and thus become subject to the laws of bailment only; but that there could be no limitation of liability where the loss or injury resulted from the negligence of the company or its servants.

Was there negligence in the case before us? There are numerous authorities cited in the case referred to, to show that when goods are lost or damaged while in the custody of the carrier under a special contract, and he gives no account of how it occurred, a presumption of negligence will follow of course. That is just the case before us, and hence it was right to hold the company liable to the extent of the full value of the saw. Had they been able to have shown a *prima facie* case of injury, without fault on their part, they would not have been liable beyond the limit fixed, unless the plaintiff could have established negligence against the company as to the manner of the injury, but their silence was reconcilable with nothing but negligence or wilfulness, either of which would be followed by liability to the full extent of the loss. We see no error in the instructions given to the jury, and the judgment is to be affirmed.

The Cincinnati, Hamilton and Dayton, Atlantic & Gt. Western and Erie Companies.

The terms of agreement between these companies, as signed by their respective Presidents in this city on the 11th inst., are as follows:

1. The Cincinnati, Hamilton and Dayton Company, party of the first part, agrees to lease to the Atlantic and Great Western Railway Company, party of the second part, the Cincinnati, Hamilton and Dayton, the Dayton and Michigan and the Cincinnati, Richmond and Chicago Railroads for the period of fifty years, commencing on the 31st day of March, 1869, with all the property thereto belonging. The said lease to carry with it every right and advantage, by way of contract or otherwise, which the party of the first part has in any other road or property or franchise whatsoever. And the Erie Railway Company, party of the third part, agrees to guarantee the obligations of the Atlantic and Great Western, party of the second part.

2. The party of the second part is to pay the interest on all the mortgage bonds on the Cincinnati, Hamilton and Dayton, the Dayton and Michigan, and the Cincinnati, Richmond and Chicago Companies now issued, and also an amount equal to eight per cent. on the capital stock of \$3,500,000 of the Cincinnati, Hamilton and Dayton Company, free of Government and all other taxes, for the first three years; and thereafter, for forty-seven years, an amount equal to ten per cent. net. For the Dayton and Michigan and Cincinnati, Richmond and Chicago Companies the party of the second part is also to pay the interest on \$765,000 of bonds to be issued, the proceeds of which are to discharge their liabilities to the Cincinnati, Hamilton and Dayton Company for amounts heretofore expended in construction; and after three years to pay six per cent. per annum on the capital stock of the two companies, amounting to \$2,950,000 free of all taxes of every character. Also to pay an annual sum of \$10,000 to defray the expenses of keeping up the several organizations of the companies whose roads are hereby leased. They are also to pay, in cash, at cost price, on taking possession of the roads, for all supplies and materials on hand for repairing and operating the several roads, not including old rails, and not exceeding in amount \$150,000. The payments are to be made monthly; and in case any part is not paid as agreed, the party of the first part may forthwith, after the expiration of sixty days from such default, re enter and take possession of said road leased, without notice or legal process, the parties of the second and third parts being responsible for any damages. And, as a further security for the performance of the stipulations of the party of the second part, the Erie Company agrees that, within the period of one year from March 31, 1869, it will complete the second track of the Cincinnati, Hamilton and Dayton road from Cincinnati to Hamilton, and within five years to Dayton, at its own proper cost.

3. The party of the second part is to assume all obligations of the party of the first part to other roads, for rentals and all contracts with warehousemen, shippers and others, for which the said first party is bound; and the party of the second part is to have all benefits arising from such rentals, contracts, &c.

4. The party of the second part is to keep the property insured in good and solvent companies for the same amount as the property may be insured when possession is given to them, and is to pay all taxes levied on the roads and property herein leased, as well as on the income. The party of the second part is to keep the several roads in good repair, and to leave the same in as good condition as received, and in the lease proper provision is to be made for that purpose by a clause binding the second party and giving the first party power to repair the roads and other property at the expense of the party of the second part, if there be a neglect on their part to keep the same in good condition and repair in all respects.

5. The party of the second part agrees to develop and increase both the local and through business of the several roads, in the best way practicable.

6. The franchise is to be conveyed by the proposed lease to the party of the second part, so far as may be necessary for the operating, maintaining and extending said roads.

7. It shall mutually be agreed that if any difference of opinion should arise as to the true intent and meaning of the lease, the same shall be arbitrated by persons competent and disinterested, to be chosen in the usual manner.

8. The lease to be submitted to the stockholders of the parties of the first and second parts, and is not to be binding unless approved by the said stockholders, as provided by their charter and the laws of the States under which said corporations were created.

Signed by the Presidents of the Cincinnati, Hamilton and Dayton, Atlantic and Great Western and Erie Companies, in New York, January 11, 1869.

Important Telegraph Decision.

COMPETING WIRES TO BE ALLOWED ON THE SAME POLES.

Judge Jameson, presiding in the Chancery branch of the Superior Court at Chicago on the 5th inst., delivered his opinion and made his decision in the matter of the rights of the Western Union Telegraph Company and the Pacific and Atlantic Telegraph Company, as to the use of the poles erected by the Great Eastern Railway Company by the Atlantic Telegraph Company. In this case there was a bill by the Pacific Company to restrain the tearing down of its wires upon these poles. There was also a cross bill to restrain the Pacific from stretching its wires upon the poles which, under a contract, the Western Union claimed as its own. The motion was to dissolve the latter injunction.

The facts are that in November, 1864, the Western Union Telegraph Company made a contract with the Great Eastern Railway, (which afterward, by change of name, became the Chicago, Columbus and Indiana Central Railway Company,) by which a set of telegraph poles were stretched along the line of the railway, for the use of the railway company and the telegraph company. The agreement, made on the 21st day of November, among other things, provided for an exclusiveness of right on the part of the telegraph company as against other similar companies; the setting up of instruments by the telegraph company, the stretching of a wire for the use of the railroad, and that at places where a railroad operator was stationed, where there was no agent of the telegraph company, the railroad employee should act, to receive commercial despatches, one-half of the price to go to the two companies, the railroad company binding itself to send no commercial despatches over its line from stations where the telegraph company should be represented.

Under this contract the Western Union placed its wires upon the poles, and since this was done it had been in occupancy and use of them.

On the 23d of May, 1868, the Pacific and Atlantic Telegraph Company sought to procure permission or license to make use of the same poles, and the company, by its President, accorded leave, provided the leave did not affect the privileges already granted so as to make the railroad company responsible, the permission being upon the ground that the telegraph company should

assume the liability of a violation of the contract already stated.

The Pacific and Atlantic Company availed itself of the privilege thus accorded and stretched its wire from a point in Indiana into Illinois, placing its wires upon cross bars four feet in length, some three feet beneath the brackets of the Western Union. The fact was discovered and the Union line displaced these wires. Thereupon an injunction was sued out to restrain this destruction. The injunction was granted and the Western Union came in with a cross bill for an injunction to restrain the placing of the wires upon the poles it claimed to be its own. The latter injunction was refused. The case went to the Supreme Court, where an injunction was issued upon a confession of error, the injunction to be decided upon by this Court.

Two preliminary questions were raised in the case; neither of these touching the merits of the cause. The first was that as the injunction had been granted in the Supreme Court this inferior Court was precluded from acting. The Court decided this point to be bad, because, as he understood it, the order of the Superior Court provided for this very consideration. The second of these objections was that the Western Union held an exclusive privilege, and that if license had been granted to the competing line, then that by a letter of a later date the railroad company had revoked it.

The Court examined the letter claimed to be the act of revocation and found that it was not equivalent to such a revocation; there was in it no prohibition of the act of stretching the wires upon these poles—it contained the mere request that the new company should suspend its operations until some amicable arrangement should be made between the contending parties; then they gave a lawyer's construction of the contract. There was no denial of the license, and it was for the Court to consider whether such license had been given, and whether, if it was so given, the revocation did not come too late. The fate, therefore, of the motion must turn in some measure upon the force of the original contract.

The Court proceeded to consider the effect of the contract of the railroad company with the telegraph corporation, resolving that it was illegal by reason of the fact that it calculated an unwarranted partnership between two corporations chartered to carry on different business and limited in the scope of their action by the language of their charters.

But the Court would not dissolve the injunction upon these grounds, but would consider the relative situation of the parties, disregarding what he considered to be the illegal contract. Then it was to be considered whether an irreparable damage was to be done to the Western Union Company. The Court did not think that it could be said that a monopoly was to be created which should call for the interference of a chancellor. That question, if it arises at all, might justly arise in some subsequent proceeding, and therefore it was only to be considered whether the use of the poles, owned by the railroad company and used by the telegraph company under an invalid agreement by the contending corporation, would work an irreparable injury to the existing company. The Court thought that no such injury could occur, because, even in this case statistics had been produced showing the moments of lost time by the accidents of telegraphy. He thought where these were shown there could be no difficulty in showing the value of service so as to make a case at law. Such a case being able to be made it was not his duty, as Chancellor, to interfere. The Court thought this was only a quarrel between two persons engaged in the same business. If each was courteous to the other no irreparable injury could occur, wherefore he de-

cided that it was not his province to act. The injunction was ordered to be dissolved.

Railroads of Arkansas.

The following railroad companies have filed applications regularly according to law for the proposed State aid of \$10,000 per mile, to their respective roads:

The Little Rock and Fort Smith Railroad Company, C. G. Scott, President; J. H. Haney, Secretary. Office at Little Rock.

The Memphis and Little Rock Railroad Company, R. C. Brinkley, President; W. B. Waldran, Secretary, office at Memphis.

The Memphis and St. Louis Railroad Company, E. H. Porter, President; office at Memphis.

The Cairo and Fulton Railroad Company, M. Brayman, President; W. W. Leverett, Secretary; at office at Little Rock.

The Pacific and Great Eastern Railroad Company, Stephen K. Stone, President; D. D. Stark, Secretary, office at Fayetteville, Arkansas.

There are a number of other projected routes which it is understood will become applicants for State aid, but they have not as yet presented their claims.

The terminal points of the Pacific and Great Eastern Railroad, as at present contemplated are Fayetteville, Arkansas, and a point nearly due east on the Mississippi River below New Madrid, Missouri. It will thus traverse the Counties of Greene, Marion, Izard, Searcy, Newton, Madison and Washington. The design is eventually to push the enterprise westward to the Pacific. Until that consummation is attained, a completion of the portion contemplated would certainly prove successful from the fine section of country traversed.

Morris Canal and Banking Company.

This company have declared a dividend of ten per cent, on the amount of the Preferred Stock, payable in scrip redeemable in twenty years from the first day of February next bearing interest at the rate of seven per cent, per annum, payable semi-annually upon the 1st Tuesday of August and the 1st Tuesday of February then following. Certificates of this scrip will be delivered to the holders of the Preferred Stock on the first Tuesday (the 2d) in February next. This dividend, says the *Philadelphia Ledger*, is intended to cover the dividend passed at the last August semi-annual period and that to be passed at the coming February semi-annual period. As this company is bound to pay 10 per cent. annual interest on its preferred shares before it can pay anything on the common stock, it becomes a proper inquiry with the preferred shareholders whether this scrip dividend is a payment of 10 per cent. until the scrip itself is paid. If not, then the twenty years that the scrip is to run to maturity, looks like the period fixed by the Company for the suspension of dividends on the common stock.

The following gentlemen have been elected directors of the Buffalo, Corry and Pittsburg Railroad: Jay Gould, James Fisk, Jr., Frederick A. Lane, L. D. Rucker, J. C. B. Davis, Thomas Struthers, William H. Seward, William H. White-side, John F. Phelps, Mathew P. Bemis, Daniel Williams, Amos K. Warren, George W. Gifford, Jay Gould was elected President, Thomas Struthers, Vice President, and M. P. Bemis, Secretary and Treasurer.

Nebraska.

The Governor of this State, in his recent message to the Legislature, recommended the encouragement of immigration, a liberal free-school system, and land grants for the erection of bridges across the Platte river at Ashland, Columbus, Grand Island and North Platte. These bridges will enable the people of a rich portion of Southern Nebraska to avail themselves of the section of the Pacific railroad, from which the river is now entirely cutting them off. The State will soon have control over three millions and a quarter acres, and a quarter of a million acres of these lands will be sold within the next two years. The Governor also urges the immediate erection of a State university and agricultural college.

Debt of Arkansas.

The aggregate State debt of Arkansas, as completely and as accurately as it can be ascertained, is as follows:

Bonds outstanding on account of the real estate bank	\$843,000
Bonds outstanding on account of the State bank	441,000
Unpaid interest on both, about	2,000,000
Amount borrowed and interest on the 500 hypothecated bonds	300,000
Total (about)	\$3,584,000

Tehuantepec Route.

A letter to the N. Y. Times dated Mexico, Jan. 9, says: The most important of the recent acts of the Mexican Congress is the modification of the decree which was issued on the 6th of October, 1867, and which granted to Mr. Emilio La Sere, and the company organized by him, the right to construct a railroad across the Isthmus of Tehuantepec. The new decree obliges the La Sere Company to complete the work in four years and a half. It will be commenced forthwith. The line, it is supposed, will commence where navigation on the Coatzacoalcos River ceases, and run across the isthmus to the port of Ventosa. Pending the completion of the work, the company is obliged, by the terms of the decree, to establish communications across Tehuantepec by means of a wagon road.

Brooklyn Horse Railroads.

The following are the gross receipts of the Brooklyn Railroad Companies for the six months ending December 31, 1868, as returned to the Revenue department:

Brooklyn City	\$623,980
Broadway	60,797
Grand street and Newtown	39,551
Atlantic Avenue	107,528
Brooklyn, Bath and Coney Island	18,594
Coney Island	56,422
Brooklyn and Rockaway Beach	10,761

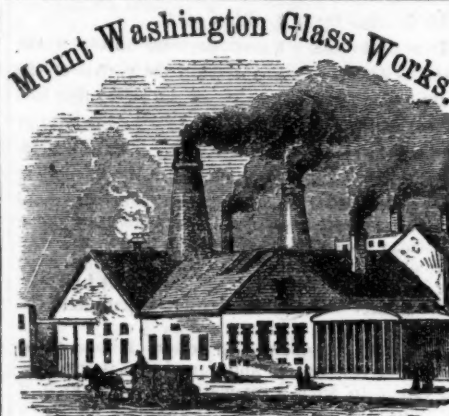
The Albany and Susquehanna Railroad Company have made a contract with the Delaware, Lackawanna and Western Railroad and Coal Company to transport coal to Albany. The first train of 22 cars arrived at Albany on the 25th inst.

The receipts of the Sixth Avenue Railroad in 1868, were \$618,570 51; those of the Eighth Avenue Railroad, \$783,288 79.

The Pennsylvania Railroad bridge spanning the Susquehanna river at Columbia has been opened for travel.

The Centreville (Md.) Observer states that the work on the Queen Anne's Railroad is progressing. The board of directors have ordered a survey to be made from Centreville to Queens-town. The road from Massey's Cross roads to Carville's is now nearly ready to lay the track upon. The road from Townsend to Massey's is also nearly completed.

The value of the property owned by the Union (Mass.) horse railroad company, is said to be \$262,534 05, divided between seventy-four cars, four hundred and forty-nine horses, and real estate to the value of \$145,580 05. The whole number of persons employed by the company is two hundred and forty.



MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chimnies* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

Address,
W. L. LIBBEY,
61 Milk-St., Boston, Mass

Notice to Bridge Builders.

DEPARTMENT OF SURVEYS,

JANUARY 11, 1869.

In conformity with an ordinance of the Select and Common Councils of the City of Philadelphia—

I hereby invite the presentation of Plans and Estimates for an Iron Truss Bridge suitable to be erected over the River Schuylkill, on the site of the present Suspension Bridge at Fairmount, in said city. The abutments are now erected with a clear span of three hundred and forty (340) feet. The width of Bridge from out to out of footways to be fifty (50) feet, which footways will be not less than eight feet in the clear.

It must be provided with an upper and lower carriage-way, the upper to be not more than 35 feet above the bottom of lower chord, or less than 28 feet above the lower roadway—the lower roadway to be not more than seven feet above the bottom of lower chord or it may rest upon the lower chords.

The entire structure to be of iron, excepting the flooring of the road and footways; to be proportioned for a weight of seventy-five pounds per square foot upon each roadway, including the footways. All wrought iron to be proportioned to resist a tension of 60,000 pounds, with a factor of five for security in large bars, and six for the small bars or rods.

A full and detailed estimate of quantities and cost will be required to accompany each plan.

The conditions of the Ordinance are, that the plans herein called for shall be submitted to a Commission of three Civil Engineers, in conjunction with the Chief Engineer and Surveyor of the city of Philadelphia—the best three of the plans to be retained by and become the property of the city of Philadelphia, for which they will be paid in order of merit, as may be determined by the Commission—\$800, 500, 300 dollars respectively. No design for a Portal will be required.

All plans must be deposited with the subscriber on or before the 1st day of April, 1869, at the Department of Surveys, 224 SOUTH FIFTH STREET, Philadelphia, with letter, giving the address of the Designer. Map and Profile of location may be seen at the Department of Surveys.
STRICKLAND KNEASS,
Chief Engineer and Surveyor.

314

Union Pacific Railroad.

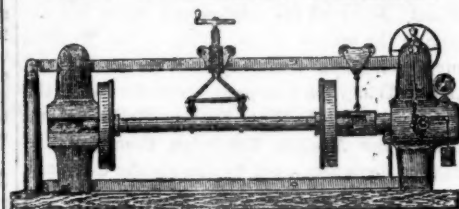
The gross earnings of this road for the year 1868, from way business only, on an average of less than 700 miles in operation, were as follows:

From passengers	\$1,024,005 97
From freight	2,040,233 19
From express	51,423 08
From mails	136,235 59
From miscellaneous	91,626 27
From Government troops	104,077 77
From Government freight	449,440 33
From contractors' men	201,179 09
From contractors' material	968,430 32

Total

One thousand miles of this road are now completed; and as 500 miles of the western portion of the line, beginning at Sacramento, are also done, but 267 miles remain to be finished to open the grand through line to the Pacific. This opening will certainly take place early this season, when it is estimated that the earnings of the road will be from fifteen to twenty millions a year.

CAR WHEEL PRESS.



Manufactured by

D. P. DAVIS,
Mechanical Engineer,
26½ BROADWAY, N. Y.

AGENT FOR

T. S. DAVIS' PATENT BALANCE PISTON VALVES, & STATIONARY ENGINES,
Cut Off Operated by the Governor.

Over 14,000 horse power of Engines with this Valve are now in use, combining the greatest economy in fuel, simplicity and durability of parts, with low cost, they being cheaper than any other first-class Engine built.

Engineers desiring to adopt these improvements, either for new work or to improve the old style of Engines, will be furnished with drawings, and all information necessary to apply them in the best and cheapest manner. Circulars sent upon application therefor.

HAMILTON SQUARE
RUBBER WORKS.

C. V. MEAD & Co.,
Manufacturers of Superior Quality

OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD.

B. S. MANNING.

E. L. HUTCHINSON.

G. W. BORTON.

THE UNION PACIFIC RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR
First Mortgage Bonds
AT PAR.

NINE HUNDRED AND SIXTY MILES

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 20,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are en route. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12,800 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about \$29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received \$22,158,000 of this subsidy, of which \$1,280,000 was paid Dec. 6th, and \$640,000 Dec. 14th.

Government Aid—Security of the Bonds.

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, and no more. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been \$2,386,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—six per cent. per annum in gold, now equal to between eight and nine per cent. in currency. The principal is then payable in gold. If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York
At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

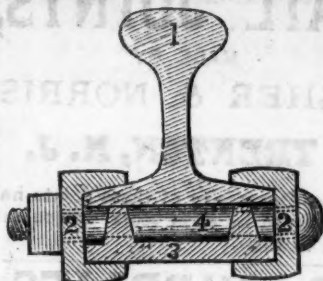
And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York,
Dec. 15, 1868.

THE PHOENIX IRON COMPANY'S NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.

Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4) in screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHOENIX IRON COMPANY, Philadelphia, Pa.

CAR PLUSHES.

Best French and German makes.

LOUIS WINDMULLER & ROELKER,
20 Reade street.

GERMAN STEEL AND HARDWARE.

For sale by

LOUIS WINDMULLER & ROELKER,
20 Reade street.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich
Street, Hempstead, Long Island, N. Y.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,

58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.

New York, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.



No. 7 Broadway, New York City,
SOLE PROPRIETORS OF THE CELEBRATED



Prepared expressly for all classes of
MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the
UNITED STATES AND EUROPE.



At Half the Cost of Linseed,

and warranted to give excellent satisfaction.
Circulars and Price Lists for Oils sold under the above
Trade marks and Titles furnished on application to the Co.
Post-Office Box 4781, New York City.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

VAN ANDEN
SWAGED



Patented Sept., 18, 1866.

WROUGHT IRON
RAIL CHAIRS.

RAILROAD SUPPLIES.

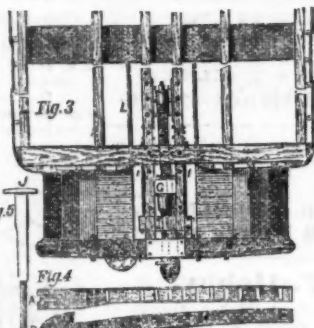
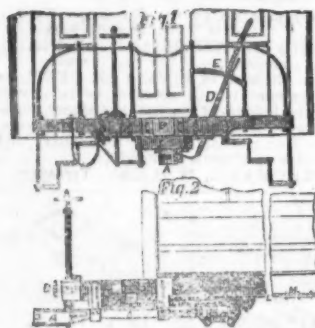
The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

SAWYER, BARNABY & CO.,

18 Platt Street, New-York.

Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

Miller's Trussed Platforms.



COMPRESSION
BUFFERS,
AND
Automatic Couplers,
FOR
RAILROAD
Passenger Cars.
OFFICE,
231 BROADWAY,
(Rooms 4 & 5.)
NEW YORK.
Send for Illustrated Pamphlet,
and call and see working Models
MILLER, Patentee.

MEAD RUBBER COMPANY,

12 Vesey Street, New York.

MANUFACTURERS OF

INDIA RUBBER CAR SPRINGS AND
STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample sets forwarded on application. All Springs fully warranted.

COHOES ROLLING MILL.
—FOR MANUFACTURERS' USE—
SHAFTING, BAR & BAND IRON,

ALSO
SUPERIOR PATENT PUNCHED
AXE, PICK & MATTOCK POLLS.
MORRISON, COLWELL & PAGE,
OFFICE, TROY, N. Y.

STREET CARS FOR SALE.

82 NOT NEW TWO HORSE CARS.
Address

JOHN STEPHENSON & CO.,
New York.

Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by

WILLIAMS, PAGE & CO.,
91 Water St., Bo

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions
for sale by

DARRELL & NASH,
53 Pearl street.

PACIFIC MAIL

Steamship Company's

THROUGH LINE TO

California and China.

Through rates, New York to San Francisco:

First Cabin.	Second Cabin.	Steerage.
Outside.	Inside.	
\$275	\$225	\$150
		\$75.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

FOUR TIMES A MONTH

On 1st, 9th, 16th and 24th,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Feb. 1, ARIZONA, CAPT. MAURY, connecting with CONSTITUTION, CAPT. HUDSON.

Steamer leaving Feb. 9, connects closely with steamer CHINA, leaving San Francisco March 5, 1869, for China and Japan.

For passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

HERMANN BOKER & CO.,

NEW YORK;

Agents for

Funcke & Elbers Steel and
Iron Works,

HAGEN, PRUSSIA.

Specialty:

Puddled Steel Rails.

Do., with fibrous iron flanges.

Do., with Steel to the neutral axis.

Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against breakage.) 6m39

RAILROAD TIES.

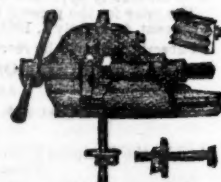
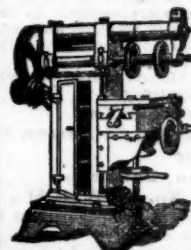
WHITE OAK, CHESTNUT AND CEDAR.

Fig. Bar and Railroad Iron.

Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.
HOLLINS, KIRKUP & CO.,
6m45 24 Dey street, N. Y.

UNION VISE COMPANY,

61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New-style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machine—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.

A. H. BRAINARD, Supt.

DEAKIN & JOHNSON'S PATENT PUNCHED STEEL,

For STEAM & HORSE CARS & LOCOMOTIVES.



HOLLOW SHAFTING; LOCOMOTIVE, MARINE, & OTHER TUBES,
HYDRAULIC CYLINDERS, SPINDLES, AXLE BOXES,
GUN BARRELS, GUN JACKETS AND ORDNANCE,

And for all purposes requiring great STRENGTH and SOLIDITY
The PUNCHED STEEL is confidently recommended as the best article in the market, saving from 20 to 50 per cent. in weight,
and giving considerably greater strength than solid steel.

Sole Agents for America,

LENG & OGDEN,
Iron and Steel Merchants and Importers,
4 & 6 FLETCHER ST., NEW YORK.

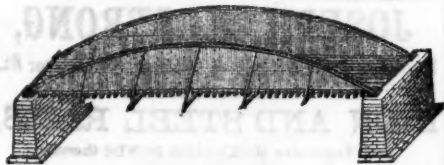
THE Keystone Bridge Company OF PITTSBURGH, PA.

This Company possess unrivalled facilities for manufacturing and erecting every description of IRON and WOODEN RAILWAY and ROAD BRIDGES, IRON ROOF-TRUSSES, TURNABLES and BUILDINGS "LINVILLE AND PIPER" Patent "WROUGHT IRON BRIDGES," "WROUGHT IRON COLUMNS" for Bridges and Buildings, and "UPSET EYE BARS," PIVOT BRIDGES, SUSPENSION BRIDGES, BRIDGE BOLTS and MACHINE WORK. CIRCULARS and LITHOGRAPHS sent on application.

OFFICE AND WORKS,
9th Ward, Pittsburgh, Pa.
Philadelphia Office, 426 Walnut street,
Chicago Office, 13 Fullerton block, Dearborn street.

J. H. LINVILLE, President, Philadelphia.
J. L. PIPER, Gen. Manager, Pittsburgh.
A. G. SHIFFLER, Sup't. and Treas., Pittsburgh.
W. H. BROWN, Res't Engineer, Pittsburgh.
WALTER KATTE, Engineer, Chicago.

THE MOSELEY IRON BRIDGE AND ROOF CO.,



Are prepared to Execute Orders for the MOSELEY WROUGHT IRON ARCH GIRDER BRIDGE, which is the most perfect combination of Strength and Lightness of Material and for Simplicity, Durability and Cheapness is unequalled by any bridge in use and is applicable for RAILROAD as well as HIGHWAY uses of any desired span.

Also for IRON BUILDINGS for RAILROAD DEPOTS, MACHINE SHOPS, FACTORIES, &c.

CORRUGATED IRON for Roofs, Siding, Partitions, Fences, Floors, Window-Shutters, Doors, &c.

Models of the Bridge and other work, with references, to be seen at the office

116 William St., N. Y.

IRON BRIDGES.

THE undersigned is prepared to Manufacture and Build in any part of the United States, at reasonable terms, Fink's Patent Iron Bridges, Plate and Lattice Bridges, Plate Girders for Fireproof Buildings, Iron Roofs, &c. For plans and particulars apply to

C. J. SCHULTZ,

Cor. of Wayne St. & Duquesne Way.

PITTSBURGH, PA.

Or Address

Letter-Box No. 1,392, P. O.

CHAPIN & WELLS, BRIDGE BUILDERS,

86 Dearborn street,

CHICAGO, ILLINOIS.

Mill and Machine Shops, 721 & 723 S. Clark street,

Dock and Bridge Bolts, Bridge Materials and Dimension Timber, promptly furnished.

C. SHALER SMITH. CHAS. H. LATROBE.
SMITH & LATROBE,
CIVIL ENGINEERS

AND

BRIDGE BUILDERS,

No. 49 Lexington Street,
Baltimore.

Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

Particular attention paid to Hydraulic Engineering.

IRON AND STEEL WIRE ROPE,

MANUFACTURED BY

JOHN A. ROEBLING,
TRENTON, N. J.,

FOR

INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
TILLERS, &c.

A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

For strength, size and cost see circular, which will be sent on application.

A. B. BURTON & Co.,

SUCCESSORS TO

Stone, Quigley & Burton,
BRIDGE BUILDERS,

Contractors for the construction of Wood and Iron Truss, Suspension and Draw Bridges, Wood and Iron Truss Roofs, Depots and Turntables.

424 WALNUT STREET,
PHILADELPHIA.

THE NOVELTY IRON WORKS, NEW YORK,

Manufacture

Iron Piers and Bridges.

Works foot 12th street, E. R.

Office, 77 and 83 Liberty st.

IRON BRIDGES, PIVOT BRIDGES,

AND

TURN TABLES.

F. C. LOWTHORP,
CIVIL ENGINEER,

Patentee and Builder,

TRENTON, N. J.

CAR AXLE WORKS.



A. & P. ROBERTS & CO.,
PENCOYD IRON WORKS,

OFFICE No. 410 WALNUT STREET,

PHILADELPHIA.

Rolled or Hammered Car Axles, Bar Iron and Forgings.

To all connected with Railroads,

Superintendents, Conductors, Engineers, &c.

DO YOU WANT A TIME-KEEPER?

If so, ask your Watchmaker for a Borel & Courvoisier *Nichol Watch*. Prize Medal awarded at London, Paris and Swiss Expositions, for best performance.

QUINCE & KRUGLER, 8 & 10 JOHN ST., N.Y. (up stairs.) only wholesale Agents for the Manufacturers.

CEDAR TANKS

For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

GEO. J. BURKHARDT & Co.,

Broad & Buttonwood Sts.,

(Opposite Baldwin Locomotive Works.)

PHILADELPHIA.

Work shipped to all parts of the United States.

ESTABLISHED 1856.

S. W. HOPKINS & Co.,
69 and 71 Broadway,
NEW YORK.

Negotiators of every description of
**STATE,
COUNTY,
CITY,
TOWN,**

RAILROAD BONDS,

In connection with the sale and purchase of
RAILROAD IRON.
LONDON HOUSE,
58 Old Broad street.

F. & F. A. DANA,
67 WALL STREET, N. Y.,
MANUFACTURERS' AGENTS FOR THE SALE OF

American and Foreign
RAILROAD IRON

Of every Size, Weight & Pattern,
For Steam and Street Roads.
ROLLING STOCK & SUPPLIES.
*Old Rails Re-Rolled and Exchanged
for New.*
Special attention paid to the Purchase and Sale of
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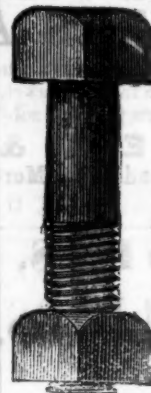
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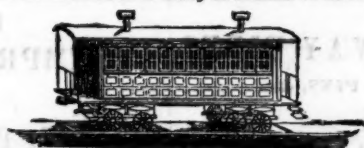
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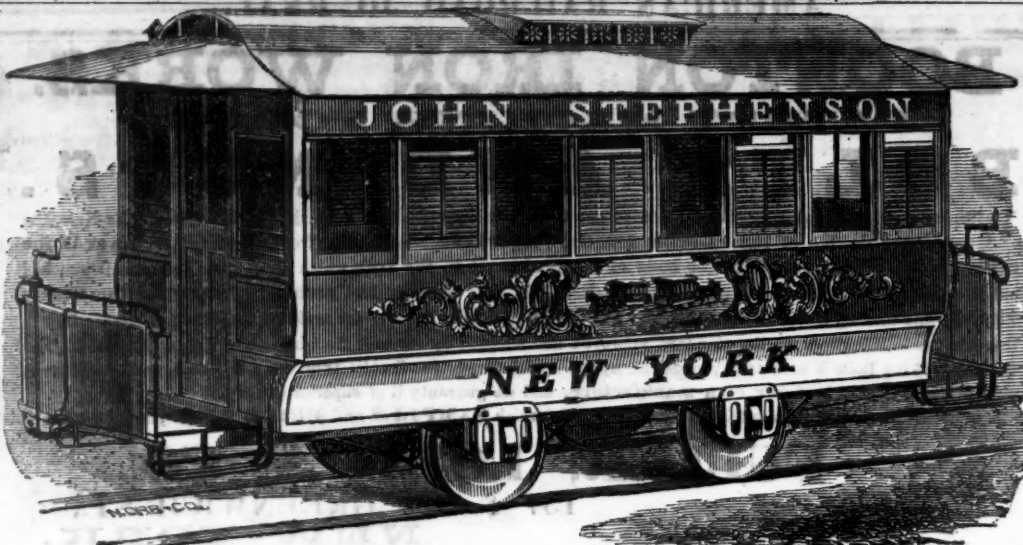
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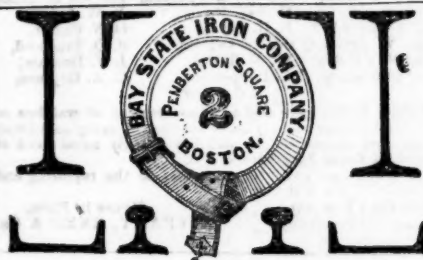
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Having been Awarded
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for American Grand, Square, and Upright Pianos: this
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more than 400 Pianos entered by nearly all the cele-
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In proof of which the following
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of the President and Members of the International
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I certify that the FIRST GOLD MEDAL for American
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First on the list in Class X.

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ED. HANSLICK, } of the
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This unanimous decision of the International Class
Jury, endorsed by the Supreme Group Jury, and
affirmed by the Imperial Commission, being the final
verdict of the only tribunal determining the rank of
the awards at the Exposition, places THE STEINWAY
PIANOS AT THE HEAD OF ALL OTHERS.

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(Society of Fine Arts, of Paris, known throughout
Europe as one of the highest authorities on Music
and Art Matters) unanimously awarded their only
annual Testimonial Medal for 1867 to STEINWAY &
Sons for the highest degree of perfection, most valu-
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Were also awarded a FIRST PRIZE MEDAL at the
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erful, clear, brilliant, and sympathetic tone, with ex-
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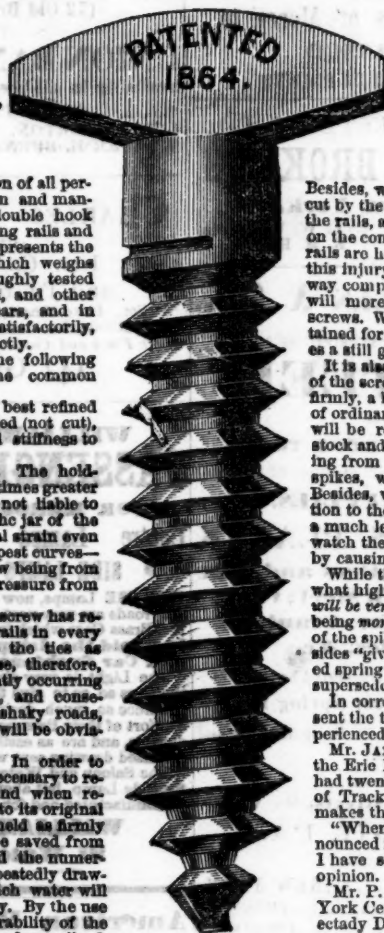
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Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screw, therefore, the durability of the ties will be greatly increased and equalized.

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says: "On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VANESE, Track Master on the Shore Line Railroad, writes:—"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SYDNER, Track Master, Albany, January, 1867, writes as follows: "This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. FORTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, in the end they will be very much cheaper. The screw therefore being more economical, and by its use in place of the spike, making the roads more secure, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion."

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division), says, January 9th, 1866:—

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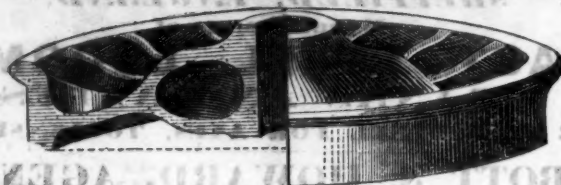
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